

# Scale AVIATION Modeller International

1/72  
**Gannet**  
FIRST LOOK  
TEST SHOT BUILT

## Jumping Jack

Britain's  
Harrier  
GR.7

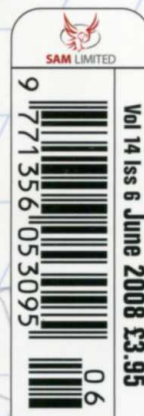


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in association with **Hobbylink**  
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**Flanders 2008**

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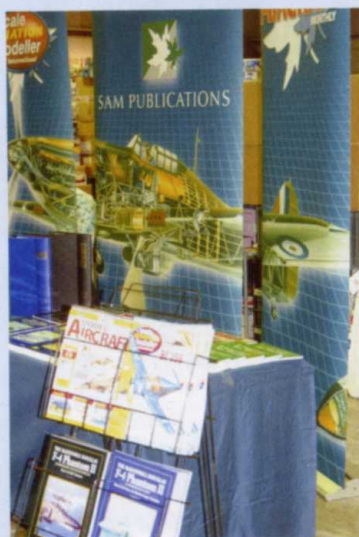


# Panic Buying

## EDITORIAL

One of the most enjoyable aspects of working for SAM Publications is the amount of shows I am able to attend in a professional capacity, and one particularly outstanding event this season has been the Scottish Nationals in Perth over the weekend of 26-27 April.

Braving a threatened fuel crisis, following the closure of the Grangemouth refinery, Group Editor Neil Robinson and myself headed North on the Friday, following a rambling rural route through the delightful border counties, admiring the views which doctors have recommended have a soothing effect on Mr. Robinson's blood pressure. An enjoyable five hours ensued during which your author's navigation took in many of the most historic sights of the region, not to mention some interesting bits of Lauderdale we hadn't intended going anywhere near. Suffice it to say, if he had been navigating a Skua, it would have found the *Konigsberg* moored off the Isle of Man rather than in a Norwegian Fjord.



SAM Publications' familiar Hurricane backdrop in situ at Perth



A 1/72 Buccaneer on the superb Ark Royal carrier deck display – look out for more of this agreeable project in a future issue



Celebrated wit Mr Alistair McLean of AZEE Models, not selling a 1/144 Sea Vixen to a delighted customer

This matter of a fuel shortage was unnerving to say the least, but living in Harrogate I am no stranger to panic buying, as the folk of that most Northerly outpost of the Home Counties – it's a little bit of Surrey transposed upon North Yorkshire – are apt to take fright at the slightest hint of a shortage, and regularly take their enormous off-road vehicles down to Marks & Spencers to stock the freezer with bread in case the barricades go up again.

Back in Perth, an agreeable night at the Ramada Hotel was followed by an even more agreeable breakfast before the serious business of getting the stand set up and grabbing an hour's shopping before doors open ensued. Hearty greetings to the Canadian chap we met at breakfast, and likewise to Mike and Jan Belcher, of Belcher Bits who had crossed the Atlantic to attend the show, and whose 1/48 Kof diesel shunter is on general release and very splendid too.

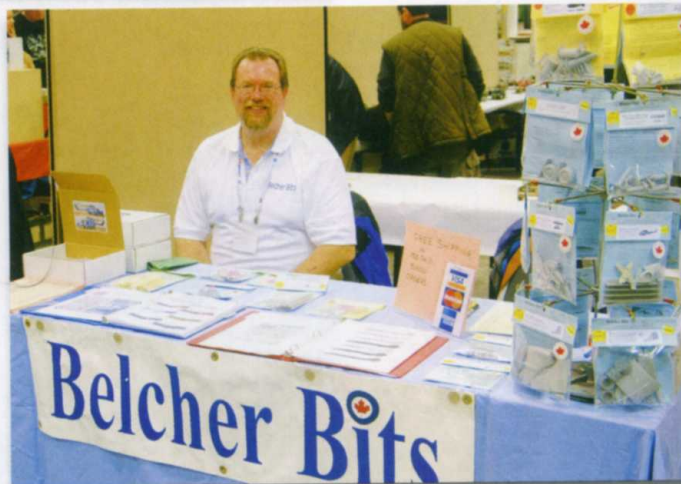
The show was a real treat. Displays were well presented, and clubs had travelled considerable distances to

attend in some cases. Organisation both during the event, and during load-in was smooth and efficient, and all the traders were made to feel very welcome, so thanks to the chaps at the helm for giving us all an easy ride.

An excellent spread of traders was



The RAF Bomber Command SIG. One of a number of impressive SIG displays on show



Mr Mike Belcher, purveyor of some very interesting resin models, including 1/48 bomb trollies, Lynx helicopters, and that Kof diesel shunter you know you all really want this magazine to feature...

present, including Airfix, Aeroclub, Heritage Aviation, MDC, Belcher Bits, Littlecars.com, MR Models, AZEE – whose proprietor Mr Alistair McLean cruelly led your guileless Editor to believe he had 1/144 Sea Vixens up his sleeve. Treacherous Scot! – and a number of others representing both the aircraft and armour modelling fraternities.

The hard-working Group Editor was pleased to attend the after-show banquet on the Saturday night – purely in a professional capacity of course, at which he no doubt confined himself to a light salad drizzled with Vinaigrette, a healthy wholemeal roll with low-fat





Mr Paul Regan of IPMS UK caught in the act of drinking lemonade

spread, and a nice compote of apricots for desert. Thereafter he seems to have passed the evening at the bar with Mr. Trevor Snowden, probably talking about Spitfires, a machine both gentlemen seem to regard with some affection.

Sunday required our presence back south of the border, so we had shut up shop at close of play, but not before meeting and chatting to a great many very friendly people, who had some kind words, some good natured criticism, and



The impressive array of hardware up for grabs

barely a harsh word for our efforts – although we do promise, on behalf of the gentleman from Kelt, that we will increase our coverage of inter-war Belgian aviation at the earliest opportunity.

Sunday morning found us briefly on judging duties in the competition area, after which a swift round of shopping saw us on the road and heading south in search of diesel...

So, panic buying was the theme of



The Aerobatic Display SIG do things in style!

to scratchbuild a cockpit interior without having the necessary bits and pieces immediately to hand. Furthermore, in my panic at the thought of having some money left in my pocket that might otherwise oblige me to pay for my own lunch, I bought an Italeri 6-Rad armoured car and a set of Panzer I track links, for which I have no real need, as the ones in the Dragon kit are perfectly fine. Finally, in my desperate panic at having missed the Kit Swap on the first day, I recklessly overspent on a number of essential items that might – just might – never be available again when I have both the cash and the opportunity to make an on the spot purchase.

Panic over. ■

Gary Hatcher  
Editor, SAMI



Needless to say, the Airfix Canberra was making an appearance



Lots more Spooks from the Phantom SIG

## 'The strongest link...'

### HobbyLink JAPAN

This month sees the second of the new-look *Modellers Profiles* in association with HobbyLink Japan. This month's profile is devoted to the Harrier GR.7.

The *Modellers Profile* is unique in catering specifically to the needs of modellers – providing build reviews, historical data and lists of currently available kits, accessories and decals. All these elements are not often found together.

The scale plans and colour profiles

are prepared by respected artists and expert aviation historians, and the colour profiles are chosen to assist the active modeller looking for inspiration.

We will be looking at a wide variety of kits and products to compile the series, and this makes HobbyLink Japan the ideal partner.



**HobbyLink**  
*Japan*



**J**ust now the lilac is in bloom all before my little room, and in the flower beds smile I think the carnation and the pink; and down the border well I know the poppy and the pansy blow... Oh no. It must be nearly summer again, and the old man is rhapsodizing. Nurse, the screens!

Round about this time each year we take our annual look at the modeller in season, and contemplate the joys of a hobby that enable us to avoid sportswear to a degree many would consider enviable. Here we are, with the first mini heatwave of the year rolling past the window, barely weeks to go before *Big Brother 2008* brings the nation to a standstill, and we have all the time in the world to pull down the blinds, batten the hatches, and bolt ourselves into our work rooms, with no distractions, no contact with the outside world, and no unnecessary ventilation to allow the many insects that infest our English Country Gardens to become glued to the varnished surface of our latest work. Few things are less appetizing than finding a daddy-long-legs (*Tipula maxima*) firmly attached to the glossy wing of your Tornado, and quite apart from ruining a good paint job, it can also put you off your breakfast. Those of us who labour in damp environments, on the other hand, will rejoice at the season, as the woodlice that usually lurk in the corners of our spares boxes will have found business elsewhere for the duration of the dry spell.

With most of the larger regional shows behind us – except for the Northern Show and the MAFVA shindig at Duxford for those with armoured leanings – there is no better time than the present to get stuck into all the items you purchased in the last couple of months, establish which ones were a complete waste of cash, and stick them on eBay. This is a necessary process, and a learning curve, and most modellers will find that they expend a lot of time and effort on unsuitable purchases. Be of good cheer, though. There is no finishing point in this hobby. Modelling is an end in itself, and every one of those purchases was money well spent, and provided the thrill of the chase, the thrill of the moment when you bought it, and the even greater thrill of the first investigative moments during which you took out the sprues and marveled at the perfection of the engineering.

Then, of course, there is always the next one to look forward to – here is the news: ■

## Two Men and a Dog

EDUARD

Eduard have reissued the reboxed Airfix 1/48 Spitfire Mk 22/24 limited edition package. Originally released about two years ago, the kit was a hot seller, and will no doubt be warmly received this time around.



Arriving this month is the first release of the Fokker Dr.I (#1136/£38.55). As promised by Eduard, this edition of the kit will be somewhat non-traditional. In Eduard's words:

'With respect to the triplane, it would be considered, by most, to be a crime not to have a connection to its most famous pilot – if not the most famous



pilot of all time – Manfred von Richthofen. For this reason, we decided to start the run off with a Limited Edition boxing. This kit will contain two models, the Fokker Dr.I, and the Albatros D.V., alternative parts for the Fokker F.I, as well as figures of both Manfred von Richthofen and his brother Lothar. We also added a figure of Manfred's dog, and, of course, etched brass, masks and decals. The markings



sheet offers up eight options for the Fokker Dr.I, Fokker F.I and Albatros D.V. Most of these are geared towards birds flown by Manfred von Richthofen, and one for Lothar's Dr.I. As a special



addition to the kit, you'll find a small *Pour le Merite*. This time, it's not an actual replica of the award, but a replica some 2cm in size.'

Eduard are also reissuing their take on the MPM Fulmar, which will be good news for many, as that particular kit had to be one of the best buys going at the time of its release. ■

## Wreaking Havocs

SPECIAL HOBBY

The third edition of the highly successful Boston/Havoc series in 1/72 will be the A-20G D-Day Havoc boxing (#72551/£TBC), and is due out in May. In June we can look forward to the P-40F Warhawk 'Short Tail,' also in 1/72 (#72155/£TBC), including markings for three Warhawk decals from Africa.

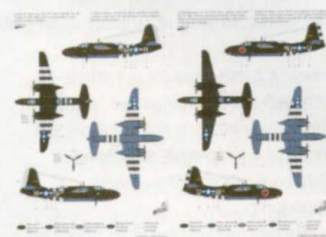
Further releases include the 1/72 C-33/C-39 US Transport Plane (#72176/£TBC). The kit contains four sprues with plastic parts including the different tailplanes, injected canopies, resin and photo-etched parts. Decals



included offer four US Army machines; two C-33s and two C-39s. Both versions feature natural metal and camouflaged machines in Olive Drab and Neutral Grey. This kit is produced in a limited edition of 1,000 pieces, so get in quick.

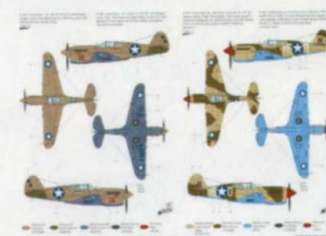
The Hawker Sea Hawk FGA/RR Mk 101 (#72173/£TBC) is the German version of Hawker's handsome naval aircraft, and also includes etched details, as well as markings for three Bundesmarine aircraft.

In 1/32 the H-75 Sussu 'Hawks over Finland' boxing (#32023/£TBC) will be a welcome addition to the range, and



will sit nicely next to the MS.406 and the Buffalo in Finnish markings. This is another limited run of 1000 pieces and includes some very nice unit markings.

In 1/48 the latest arrival is the CAC-12 Boomerang 'Early Version' (#48074/£TBC). The kit contains four sprues with grey plastic parts featuring



fine recessed panel lines. The engine is made from resin parts but the engine mount and exhausts pipes are injected and when completed will offer a highly detailed engine assembly. Detailed resin parts are also provided for the interior's



tube structure and a photo-etched fret is included for some of the smaller details. Decals offer four RAAF aircraft. ■



## MONTHLY PRIZE DRAW

### Subscribers' Monthly Prize Draw May

Mr Bergman, UK – Paints  
Mr Economides, Cyprus – Paints  
Mr Cabaj, France – Paints

Entry to the monthly prize draw is FREE to all subscribers.



## Condor Moment

### CLASSIC AIRFRAME

Coming, so we are informed, in July/August from Classic Airframes are



two very attractive 1/48 kits of the Heinkel 51, these being the He 51 Luftwaffe (#4143/ETBC) and the He 51 Legion Condor (#4149/ETBC). ■

## Competition Time

### REVELL

Following last year's popular event Revell have announced their latest model building contest 'Scale '08.'

The company is looking for the best scale model of 2008, and entrants are once again absolutely free in the choice of the plastic model kit they build and in its design. The models will be reviewed by experts regarding creativity and attractiveness and the winner will get the popular model building award 2008. Moreover, they will get the chance to see behind the curtains of



Revell for one whole day. Further attractive prizes wait for the winners who come second to tenth.

Entrants should send detailed pictures of their model by 31st July 2008 either by post to Revell GmbH & Co. KG, Henschelstrasse 20-30, D-32257 Bünde (Germany) or by email to [award@revell.de](mailto:award@revell.de).

Please also refer to [www.revell.de](http://www.revell.de).

No doubt the winner, while enjoying their day of hospitality at Schloss Revell will take the opportunity to ask on the Editor's behalf, when they plan issuing a new-tool 1/144 Phantom. ■

## Rama Rama

### MPM

MPM issue their latest 1/72 kit of the Fw 189 this month, in the shape of the Focke Wulf Fw 189A-2 (#72550/ETBC). The Fw 189 Rama was the most extensively used tactical reconnaissance aircraft of the Luftwaffe and its allies on the Eastern Front. The A-2 version received strengthened armament in the upper and rear positions. The MG-17 machine guns were replaced by the twin version MG-81Z and thanks to this the Fw 189s were able to fight back enemy fighters.

Colour schemes include a German



machine in winter camouflage with black undersides and the decals contain Slovak and Royal Hungarian Air Force machines. The three sprues with plastic parts are enhanced by new retooled transparencies, photo-etched details and resin parts. ■

## At a Glance

What a fascinating month of new releases and reissues it has been, with a broad spectrum of product in every shape and size. Indeed, looking at matters from A to Z, as it were, at one end of the spectrum we have the reissue of the Airfix Gladiator, a kit almost as elderly as Group Editor Neil Robinson, while at the other end we have the sudden arrival of Zvezda's Pe-8, which is a lovely piece of work. Other welcome returns include Accurate Miniatures' Avenger, which readers will recall Italeri kitted for a knockdown price, and all who missed out are now kicking themselves, and the 1/72 Fulmar – one of the other reissues from Airfix, and noteworthy for being one of the few kits we can think of to have been issued by both Revell and Airfix. It started life, of course, as the Vista release – and a Gannet was to have been the follow up release, but vanished without trace. Subsequently Revell boxed it, then Smer (with a superb decal sheet), and now it is out as an Airfix kit. Does this mean Hannants will reissue the Airwaves etched set to go with it – although this was designed for the Pegasus kit – complete with wingfold and all? Oh, and by the way, those resin Olimp Gnats are superb, and we hope to have reviews back in soon. Enough digressions. Here is a summary of this month's haul at a glance:



|                     |        |      |                                            |        |
|---------------------|--------|------|--------------------------------------------|--------|
| Accurate Miniatures | #1020  | 1/72 | Air Legends P-51B & 1 x P-40               | £14.99 |
| Accurate Miniatures | #1021  | 1/72 | Air Legends Boeing F4B-4 & 1 x Boeing P-6E | £14.99 |
| Accurate Miniatures | #48123 | 1/48 | TBM-1C Avenger                             | £24.99 |
| Accurate Miniatures | #48251 | 1/48 | 65th Anniversary Pearl Harbor              | £35.99 |



|        |        |      |                          |       |
|--------|--------|------|--------------------------|-------|
| Airfix | #01002 | 1/72 | Gloster Gladiator Mk I   | £3.99 |
| Airfix | #01058 | 1/72 | Cessna O-1E/F Bird Dog   | £3.99 |
| Airfix | #02008 | 1/72 | Fairey Fulmar Mk I/Mk II | £4.99 |
| Airfix | #02034 | 1/72 | Douglas TBD-1 Devastator | £4.99 |
| Airfix | #02050 | 1/72 | Buffalo F2A-2            | £4.99 |



|        |        |      |                             |        |
|--------|--------|------|-----------------------------|--------|
| Airfix | #02051 | 1/72 | Henschel Hs 123A-1          | £4.99  |
| Airfix | #02094 | 1/72 | Hawker Tempest Mk V         | £4.99  |
| Airfix | #03077 | 1/72 | Boeing AH-64 Apache Longbow | £6.99  |
| Airfix | #98670 | 1/72 | Falklands Set               | £29.99 |



|               |        |      |                                       |        |
|---------------|--------|------|---------------------------------------|--------|
| AML           | #72048 | 1/72 | Lavochkin La-5FN                      | £15.99 |
| AZ Models     | #48021 | 1/48 | Morane Saulnier MS.405C-1             | £27.99 |
| Bronco Models | #35018 | 1/35 | Piper Cub L4H Rosie The Rocketeer     | £24.50 |
| Czechmaster   | #1177  | 1/72 | Spitfire Mk IXE/Mk XVII Foreign users | £32.30 |
| Czechmaster   | #1182  | 1/72 | Boeing Model 40B-4                    | £35.50 |

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## NEW IN JUNE

|                        |       |      |                                       |        |
|------------------------|-------|------|---------------------------------------|--------|
| Eduard                 | #1121 | 1/48 | Spitfire Mk 22/Mk 24                  | £28.99 |
| Eduard Weekend         | #8466 | 1/48 | Polikarpov I-16 Type 10               | £10.25 |
| FM/Fonderie Miniatures | #410  | 1/48 | Baroudeur SE 5003                     | £42.99 |
| FM/Fonderie Miniatures | #6057 | 1/48 | Levasseur PI 101                      | £44.99 |
| Fonderie               | #6058 | 1/48 | Handley Page Halifax Mk C.VIII/Halton | £68.99 |



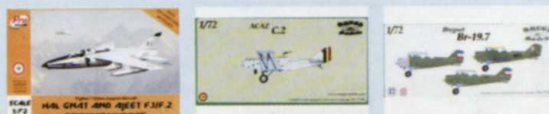
|          |       |      |                                         |        |
|----------|-------|------|-----------------------------------------|--------|
| Hasegawa | #0883 | 1/72 | AV-8B Harrier II Plus VMA-211 & VMA-311 | £12.99 |
| Hasegawa | #0885 | 1/72 | Junkers Ju 88R-2                        | £22.99 |
| Hasegawa | #0892 | 1/72 | MiG-23 Flogger B Czech Air Force        | £13.99 |
| Hasegawa | #0893 | 1/72 | Grumman EA-6B Prowler VAQ-141           | £16.99 |
| Hasegawa | #0894 | 1/72 | F/A-18A Hornet NATC                     | £12.99 |
| Hasegawa | #8181 | 1/32 | Republic P-47M Thunderbolt 56th FG      | £37.99 |
| Hasegawa | #9793 | 1/48 | Mitsubishi A6M2a Zero Type 11           | £17.99 |
| Hasegawa | #9794 | 1/48 | Messerschmitt Bf 109F-2 Esquadilla Azul | £17.99 |
| Hasegawa | #9797 | 1/48 | F-14A Tomcat VF-2 Bounty Hunters        | £36.99 |



|            |        |      |                          |        |
|------------|--------|------|--------------------------|--------|
| Hobby Boss | #80266 | 1/72 | A-10A Thunderbolt II     | £11.99 |
| Hobby Boss | #80267 | 1/72 | N/AW A-10 Thunderbolt II | £11.99 |
| Hobby Boss | #80268 | 1/72 | F/A-18A Hornet           | £9.99  |
| Hobby Boss | #80269 | 1/72 | F/A-18D                  | £9.99  |
| Hobby Boss | #80270 | 1/72 | F-15C Eagle              | £9.99  |
| Hobby Boss | #80271 | 1/72 | F-15E Strike Eagle       | £9.99  |
| Hobby Boss | #80330 | 1/48 | FM-2 Wildcat             | £10.99 |



|         |        |      |                                  |        |
|---------|--------|------|----------------------------------|--------|
| Italeri | #1278  | 1/72 | Harrier GR.3 Falklands           | £8.50  |
| Italeri | #2668  | 1/48 | Tornado IDS Black Panthers       | £14.75 |
| Kora    | #48018 | 1/48 | Fw 44F Steiglitz Swiss Air Force | £48.80 |
| Kora    | #48019 | 1/48 | Fw 44J Steiglitz Latin America   | £48.80 |



|              |        |      |                                     |        |
|--------------|--------|------|-------------------------------------|--------|
| Olimp        | #7239  | 1/72 | Folland Gnat F.O-141                | £21.99 |
| Olimp        | #7240  | 1/72 | Folland Gnat F.L/FR.1               | £21.99 |
| Olimp        | #7241  | 1/72 | HAL Gnat or Ajeet F1/E2             | £21.99 |
| Omega Models | #72306 | 1/72 | A.C.A.Z.C.2                         | £36.40 |
| Omega Models | #72336 | 1/72 | Breguet Br-19.7 Yugoslavia, Croatia | £44.00 |
| Omega Models | #72344 | 1/72 | Breguet Br-19.7 Rumania and Turkey  | £44.00 |
| Omega Models | #72346 | 1/72 | Chengdu J-7 FS-1 China              | £49.99 |



|           |       |      |                                         |        |
|-----------|-------|------|-----------------------------------------|--------|
| Revell    | #4189 | 1/72 | Nieuport 28                             | £2.99  |
| Revell    | #4303 | 1/72 | F/A-18C Hornet                          | £8.99  |
| RS Models | #9236 | 1/72 | Ambrosini SAI 207 2 Italy and Luftwaffe | £14.50 |
| RS Models | #9240 | 1/72 | Arado Ar 65 Luftpolizei                 | £14.50 |
| Smer      | #838  | 1/72 | Morane Saulnier MS.225                  | £4.99  |



|           |        |      |                               |        |
|-----------|--------|------|-------------------------------|--------|
| Trumpeter | #01621 | 1/72 | CH-47A Chinook                | £14.99 |
| Trumpeter | #01623 | 1/72 | Sukhoi Su-15TM Flagon F       | £13.99 |
| Trumpeter | #01636 | 1/72 | Chinese K-8 Karakorum Trainer | £7.99  |
| Trumpeter | #02247 | 1/32 | Grumman F8F-1 Bearcat         | £36.99 |
| Trumpeter | #02256 | 1/32 | Grumman F6F-3 Hellcat         | £45.00 |
| Zvezda    | #7264  | 1/72 | Petyakov Pe-8                 | £17.99 |

## Life's an Ilyshin

### ACADEMY

Academy have a couple more 1/72 items lined up for future release. First off is a rather nice looking Ilyshin IL-2 (#12417/ETBC), a tooling apparently from Accurate Miniatures originally. Nice to see a new Stormovik in 1/72,



especially if it has the kind of fine detail typical from this source. Considering the type was so numerous in WW2 it has not received much coverage in this scale.

Also due is a follow up to the F-16 recently arrived, in the shape of a KF-16C 'Republic of Korea Air Force' (#12418/ETBC). ■



## Zero in the Wings

### TAMIYA

A newly tooled 1/48 Type 52 Zero, (#61103/ETBC) has been announced by Tamiya, and we look forward to it with interest, as new tools from this source are infrequent, but always worth the wait. ■

## Razorback Due

### VINTAGE FIGHTER

The Razorback version of the 1/24 P-47 from VFS will be available in around six months, with a possible release set to coincide with the IPMS nationals in Telford. ■



## Fury Fanfare

### TRUMPETER

An early look at the 1/48 Sea Fury (#2844/ETBC) has proved a very pleasant surprise, as the new tooling looks as good as the Wyvern and Sea Hawk before it! Trumpeter are to be commended for the ongoing scale-up of these very nice British Naval subjects, and we can only hope that the Gannet will follow in due course.

The Sea Fury features a reasonable level of detail in the cockpit, rudder and ailerons are separately molded, and the wings can be positioned folded. External stores options include six underwing



rockets and underwing fuel tanks.

Further releases will include the F-22A Raptor in 1/144 (#01317/ETBC), the Wellington Mk III (#01627) in 1/72 and in 1/32 the next release should be the Su-27UB Flanker C (#02270), which is an extensively modified version of their single-seat kit. ■





## New Avenger

### HOBBYBOSS

Latest news from the busy HobbyBoss factory is very interesting indeed, as it seems to be offering a new-tooled Avenger in 1/48, and while it will have to go a long way to match the Accurate Miniatures kit for quality, if the images on the website are anything to go by we can look forward to a detailed bomb bay and a comprehensive weapons load. Little information is posted as yet, but computer generated images are presumably based on some kind of reality, and we will be watching this space with interest. Hopefully it will be the start of a run of Avengers to match



the Wildcats. What next – Helldivers? Dauntlesses? We should be told!

Elsewhere, in 1/72, the company is continuing to expand both the 'easy kits'



range and the regular line, with a number of jets and helicopters that will keep us all busy for the rest of the summer. The next round of arrivals in 1/72 should include:

- 80264 EF-2000 Eurofighter Typhoon £3.99
- 80265 EF-2000B Eurofighter Typhoon £3.99
- 80272 F-16A Fighting Falcon £9.99
- 80273 F-16B Fighting Falcon £9.99

- 87202 A-7B Corsair II £11.99
- 87208 Mi-8MT/Mi-17 Hip-H £TBC
- 87210 French Army Eurocopter EC-665 Tigre HAP £TBC
- 87212 A-7K Corsair II £11.99
- 80314 TBF-1C Avenger £TBC
- 80334 MiG-17F Fresco C £TBC

The other 1/48 kit due out, the MiG-17, will also no doubt get a good reception. The Soviet fighter was an important progression, as the MiG-15 was unstable at high speed and too tight a turn could cause an uncontrolled snap roll and spin. To overcome this problem, the fuselage was lengthened, small fences were installed on the upper surfaces of the wing to control airflow, and the wings swept back 45 degrees. These changes gave the aircraft greater stability, and the MiG-17 entered frontline service in February, 1953. The



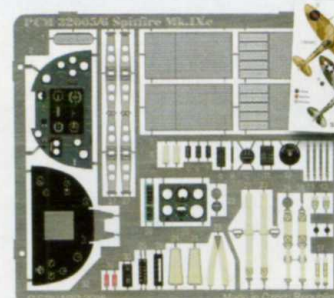
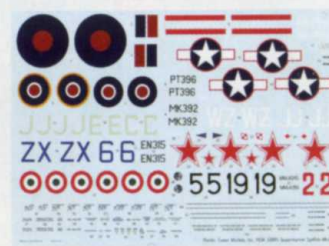
Fresco-A maintained the original VK-1 turbojet of the MiG-15. A VK-1F engine with afterburner was then fitted to the new Fresco-C, or MiG-17F. A fixed-scan radar was added to the MiG-17PF, or Fresco-D. The MiG-17PFU, Fresco-E, became the Soviet Union's first interceptor with its cannon deleted and four air-to-air missiles added, and no doubt in the fullness of time HobbyBoss intend to release them all. ■

## Big Hit Spit

### PACIFIC COAST

PAC's 1/32 Spitfire is now out, and we want one. The kit depicts the Royal Air Force Spitfire Mk IXc (#32005/£TBC) and consists of 68 injection moulded parts on five sprues, 22 resin parts, one photoetch fret, and decals containing markings for 6 aircraft.

- 1. WZ-JJ, Lt John Fawcett, 309th Fighter Squadron, 31st FG, 15th AF, Italy, 1944
- 2. MK392/JE-J, Wg Cdr 'Johnnie' Johnson, OC Kenley Wing, 1944
- 3. PT396/EJ-C, Wg Cdr 'Jack' Charles, OC Tangmere Wing, 1944
- 4. EN315/ZX-6, Sqn Ldr



Stanislaw Skalski, No. 145 Squadron, 1943

- 5. MM.4095/5-19, 8° Gr, 5° St, Aeronautica Militare Italiana, 1947

- 6. Red 2, VVS

The injection molding, done by Sword in the Czech Republic, will be familiar to anyone who has built any of the recent Classic Airframes releases. ■

## Captain's Log

### Tailpiece in Cyberspace

Modellers missing the wit and wisdom of Mr. Mike McEvoy will no doubt be delighted to learn that further updates on the whereabouts of that half-constructed Victor cockpit interior last seen on the landing can be read at [www.grumpypoldmodeller.com](http://www.grumpypoldmodeller.com). Mike's



Tailpiece column was for many the first page to turn to in *Scale Aircraft Modelling* for many years, and a regular dose of his enlightened approach to scale plastic construction will undoubtedly stop us all from taking ourselves too seriously. ■

## Blackbird I'll 'ave 'e

### KIWI

1/144 news is always worth keeping tabs on, and Kiwi advise us that they have a couple of interesting releases on hand that would not be out of place in the vicinity of your Anigrand collection...

Lockheed A-12 Oxcart can now be ordered, and the M21 Tagboard with GTD-21 drone isn't far away. These have

### KIWI RESIN MODELS



1/144 Lockheed A-12 Project Oxcart

### KIWI RESIN MODELS

COMING SOON!



1/144 Lockheed M-21 and Drone

been cast with canopies closed and solid for ease of production, and to be fair so little can be seen in a Blackbird cockpit in this scale that it doesn't make much of a difference! Kits can be ordered direct from Kiwi, the A-12 costs \$45NZ and the M21/Drone will be \$50 and Kiwi also plan to produce a Lockheed YF-12 in the near future to finish the set of early Blackbirds. ■

## Special Editions

### HASEGAWA

Hasegawa's new 1/32 P-40E (see elsewhere in this issue) has landed, along with a number of other releases. This month's fare includes the following:

- 09800 1/48 Mitsubishi A6M2b Zero Type 21 'Battle of the South Pacific'
- 09801 1/48 A-4E/F Skyhawk 'VC-1'
- 09802 1/48 F/A-18F Super Hornet 'VFA-102 Diamondbacks CAG'
- 09803 1/48 F-16D Block 52 Plus Fighting Falcon 'Hellenic Air Force'
- 09804 1/48 Messerschmitt Bf 109F-4 TROP 'JG27 Africa'
- 00895 1/72 F-4E Phantom II 'Indiana ANG Special'



- 00902 1/72 SH-60B Seahawk 'HSL-51 Warlords 2007'
- 00903 1/72 A-10A Thunderbolt II 'OSAN'
- 00904 1/72 MiG-21F-13 and MiG-17PF Combo
- 00905 1/72 Su-27 Flanker 'New Russian Knights' ■



## A Tweet for Tomorrow

### ANIGRAND

The latest announcement from Anigrand offers something a little more manageable in size than many of their recent offerings! The 1/72 Fairchild T-46 Eaglet (#2080/US\$45) represents a second generation trainer designed to replace the T-37, so is in keeping with their experimental theme.

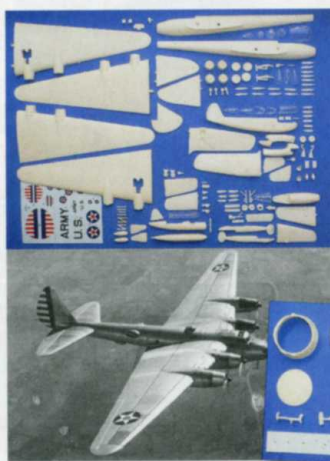
Anigrand's customary bulletin tells us that 'in 1982, the US Air Force issued a Next Generation Trainer (NGT) competition for primary flight instruction. Initially it was planned that the Air Force would purchase 650 of the trainers through 1993 and that they would serve well into the 21st century. In order to validate the proposed



tested at Edwards AFB on 15 October 1985. The plane performed beyond expectation during the testing phase, however, due to budget constraints, the Air Force cancelled the T-46 program in 1986 after only three aircraft had been completed.

The T-46 was the last project of the Fairchild Republic Corporation, and with the NGT program cancelled, the company closed the Republic factory, bringing 60 years of Fairchild aircraft manufacturing to an end.'

As reported previously, the next 1/144 kit will be the Boeing XB-15 (XC-105) (#4015/US\$88), and once again Anigrand have given us a brief history of the type to



aircraft's design, and to explore its flight handling characteristics, Fairchild Republic contracted with Ames Industries to build a flyable 62% scale test bed, the Model 73. This design won the competition and was designated T-46 Eaglet.

The T-46 prototype was first flight

what our appetites:

'In 1933, the U.S. Material Division at Wright field began a study for a modern bomber that would be able to carry 2,000lb bomb load over 5000 miles at 200mph. This specification was then submitted to the War Department as

'Project-A' and received tentative approval. In 1934, the USAAC began contract negotiations with Boeing and Martin. The specifications called for a long range bomber capable of the destruction by bombs of distant land or naval targets, and the ability to reinforce Hawaii, Panama and Alaska without the use of intermediate servicing facilities. Boeing submitted Model 294 and was invited to build a single XB-15 prototype.

The aircraft closely resembled a scaled up version of the B-17. Its great size and weight was its downfall, and the only advantage was a much longer range. When it made its first flight in 1937, it was the largest and heaviest plane ever

built in US. By the time the XB-15 took to the air, Boeing had already received an order for the B-17B.

Because the XB-15 was an experimental airplane, it did not serve as a bomber during war time. The military converted it into a cargo carrier, designated the XC-105.'

The Boeing XB-15 package, in keeping with the company's other releases in the 1/144 range, contains secret kits of three 1/144 U.S. pre-war designs as a bonus.

Also out now – for those who allow space projects into their collections – is the 1/72 McDonnell Blue Gemini (#7279/£23.10), also reported previously in these columns. ■

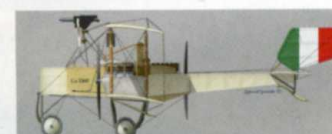
## Only Caproni

### CHOROZY



Movement on the Choroszy website, with a couple of new additions to the Caproni Ca.3 range. Reported new arrivals are the Caproni Ca.3nr Ca1 1151 (#C17/£TBC) and Caproni Ca.3nr Ca3 4220 (#C18/£TBC). These join the heavy gun and torpedo versions of this impressive early aircraft.

Also listed as new is the Gotha G I UWD (#C16/£TBC). ■



## Pitts Stop

### AZ MODELS

No surprise to find that AZ Models have been busy again this month, with a whole list of promised releases having now come to fruition. New arrivals in the firmament are:

- #7208 Aero L-60 Brigadyr £17.99



- #7209 Aero L-60 Brigadyr military £17.99
- #7219 Gloster Gauntlet Mk I £16.80
- #7220 Gloster Gauntlet Mk II £16.80
- #7221 Gloster Gauntlet Munich Crisis £16.80
- #7222 Gloster Gauntlet Finland £16.80
- #7242 Hawker Hind Mk I camouflaged £16.80
- #7253 Hawker Hind Mk I silver £16.80



- #4818 Avia B-135 £TBC
- QA couple of new items have now been added to the programme. In 1/48 many will be delighted at the announcement of a Pitts Special S.2B (#4832/£TBC), while in 1/72 the latest news is the planned release of two Breda 65 kits, these being the Breda 65 A-80 (#7255/£17.99) and the Breda 65 A-80 'In Africa' (#7254/£17.99). ■





FIRST LOOK

# Petlyakov Pe-8

The Russian Lancaster – Zvezda's New Tooling

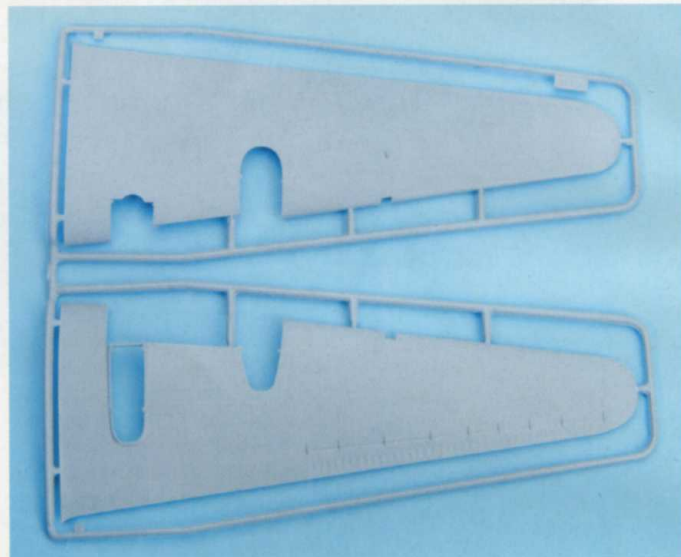
**ZVEZDA 1/72**  
BY GARY HATCHER

Every now and then a kit turns up that causes such a stir in the office we find ourselves running in circles passing it from office to studio and back, and not resting until it has been poked and pulled to pieces, photographed, and put back in the post with a first class stamp and a 'Do Not Bend' sticker, addressed to the fastest reviewer we can think of whose workbench might possibly be able to accommodate it, and the scope of whose interests will allow an intelligent appraisal. Zvezda's Pe-8 is one such, and spent so little



## Petlyakov Pe-8

Scale: 1/72 Kit No: 7264  
Price: £17.99 Decal Options: 1  
Status: New Tooling  
Type: Injection Moulded Plastic  
Parts: Plastic 276, Clear 29  
Manufacturer: Zvezda  
UK Importer: The Hobby Company  
US Importer: Stevens International



time actually in the pending pile that not even Group Editor Neil Robinson got a chance to poke into its sprues before it was on its way.

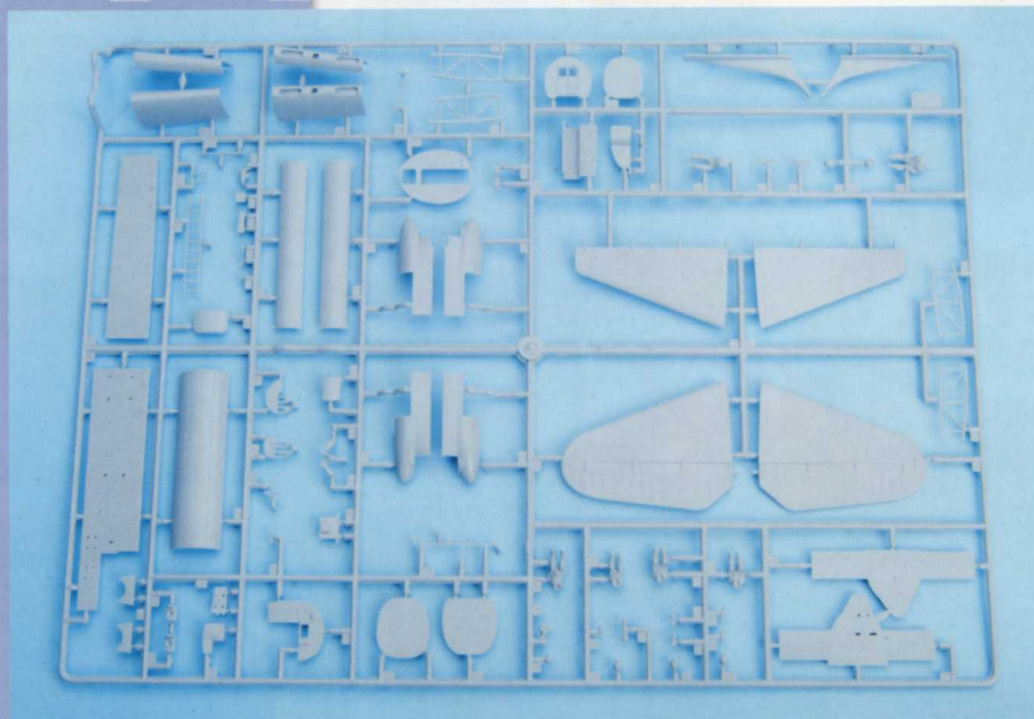
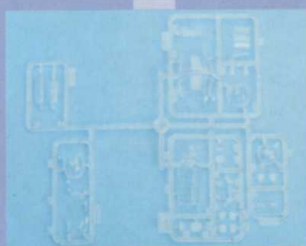
Zvezda's kit of the 'Russian Lancaster' has come as quite a surprise to some at HQ. Originally announced in their catalogue at Nuremberg in 2007, the kit seemed to have been pipped to

the post by Amodel's limited run release (#72142/£61.50). There was little sign of it at Nuremberg in 2008, and idle Newsdesk staff had assumed it had gone the way of Roden's Wyvern, which was seen off by the sudden arrival of Trumpeter's kit in a like fashion.

But, here it is, nicely tooled, at less than a third of the price of the Amodel option, albeit without the starter truck included in the latter, and Zvezda have cunningly marked the differences by kitting the version with in-line engines, as opposed to the radial, so fans of the type are suddenly faced with a choice of either – which given the lack of kits in any scale of this distinctive heavy is not bad going at all.

The aircraft actually has five engines – an auxiliary M-100 ATsN-2 was fitted inside the airframe, driving a supercharger to supply pressurised air to the main engines. Less than 100 were built up until 1944, which makes it something of a marginal type in the overall scheme of the Great patriotic War. Some had Charomski M-30B/ACH-30B or M-40/ACH-40 diesel engines and the later aircraft were fitted with 1,380 kW (1,850 hp) Shvetsov ASH-82 radials due to low availability of the AM-35A. Neither was a success, as the former lacked performance, while the latter were unreliable, but in spite of this the design lasted in service until the late 1950s.

It was used sporadically and without much commitment to the strategic bomber role to attack Berlin, and subsequently targets in German-held Eastern Europe, and as a tactical bomber to support ground forces in the battles of Stalingrad and Kursk. The Pe-



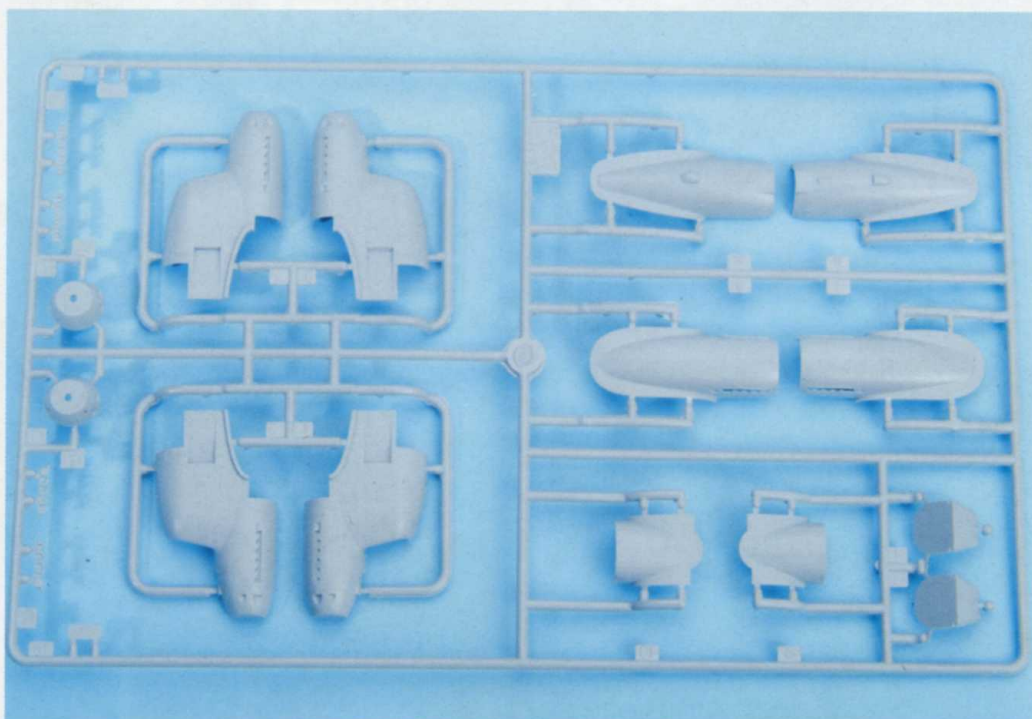
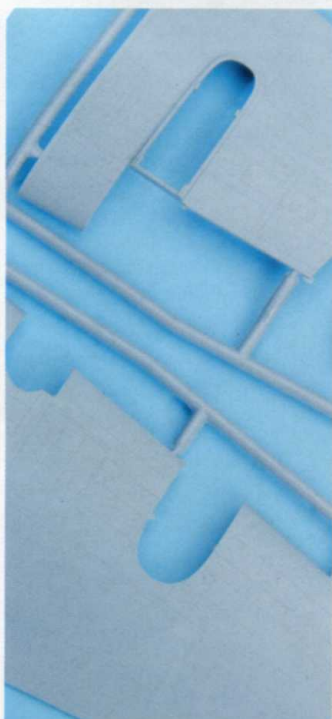
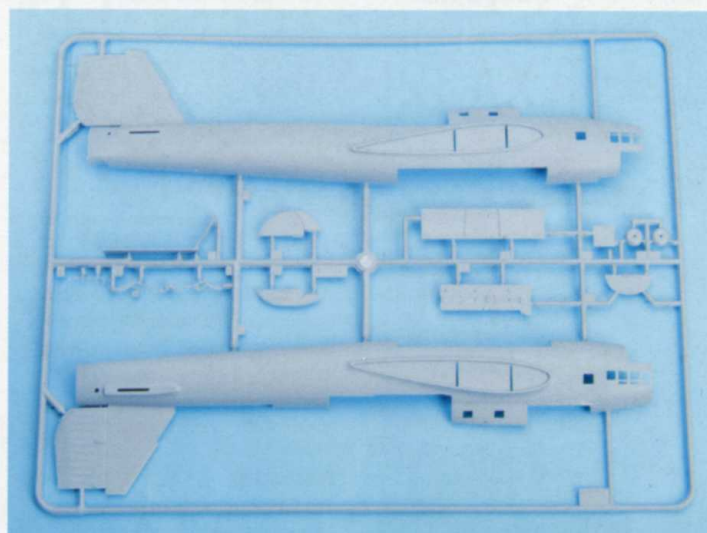
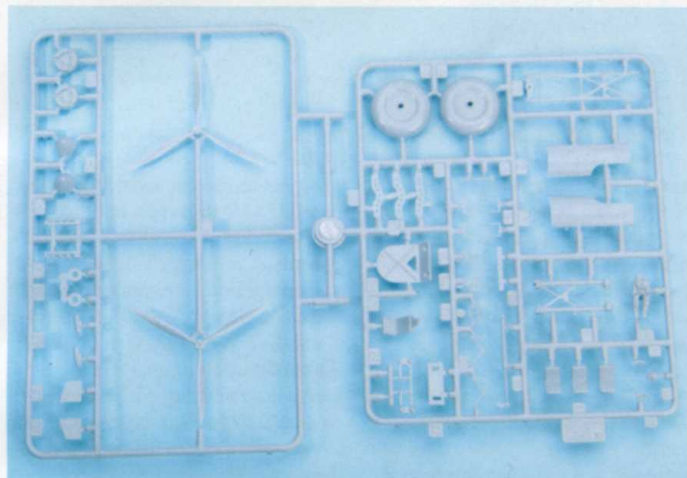
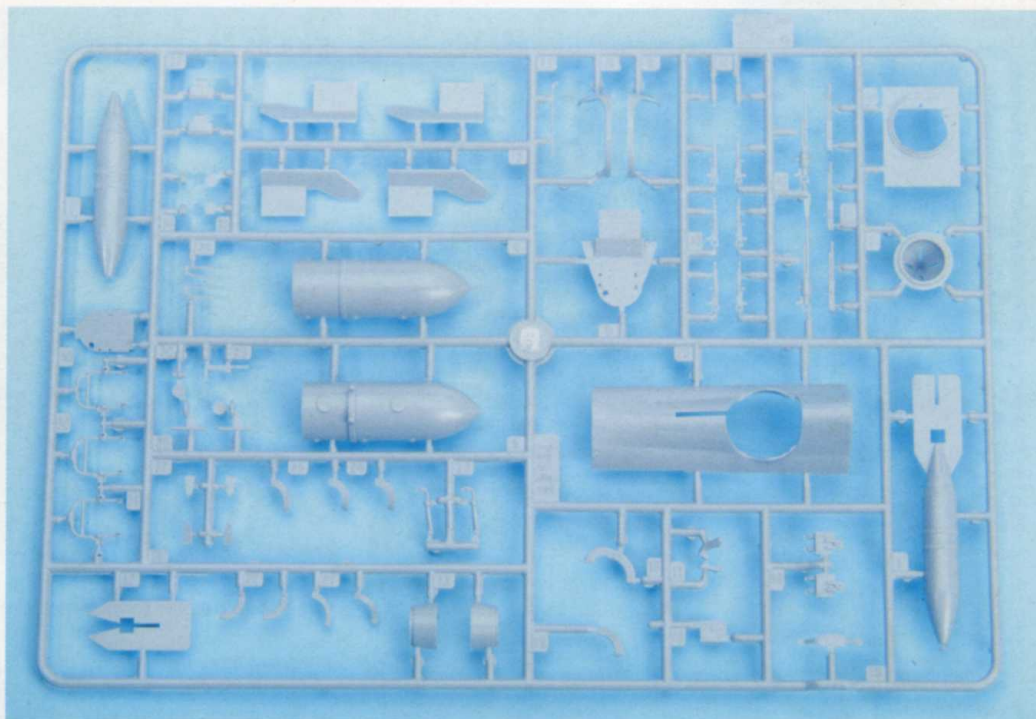


8 was used to fly Molotov and his delegation from Moscow to London and Washington DC and back for talks in the summer of 1942, on the return trip crossing German-controlled airspace without incident. Zvezda have a follow-up release listed as 'Stalin's Aircraft' (#7280/£17.99), and it will be interesting to see how this release differs from the present tooling.

The kit includes some nicely tooled parts, although a little flash is present. Crew figures are provided with separate arms and heads – the Pe-8 had a crew of eleven – and the weapons load looks to include at least one 5,000kg bomb, although two styles of heavy ordnance are included.

Zvezda's Pe-8 joins a growing range of heavy bombers in mainstream injection-moulded kits – Hasegawa and Revell's Lancasters, the new Hasegawa B-24s, and although some readers will be unfamiliar with the type, for those who are and have been waiting for a kit of this handsome aircraft the ship has very definitely come in.

SAMI





FIRST LOOK

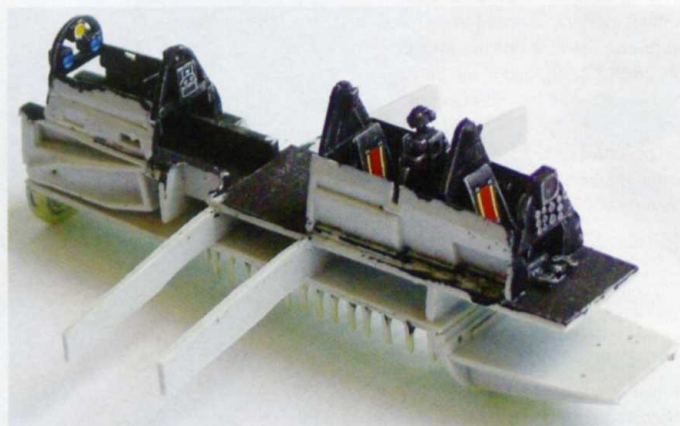
# Revell's Brand New Gannet

A Test Shot Built

**REVELL** 1/48  
BY TONY GLOSTER

**F**our sprues, containing one hundred and nineteen parts, go to make up Revell's newest and most welcome offering, the Fairey Gannet AS.1/4. Three of the sprues are moulded in Revell's normal light grey plastic, and as you would expect panel lines and inspection hatches are all recessed, with areas such as the cockpit, wheel wells and weapons bay incorporating raised detail. The fourth sprue is a clear item, holding thirteen parts.

A relatively small but comprehensive decal sheet is included, as are Revell's



Once built the combined cockpit, weapons bay and front wheel housing is very well detailed



The decal sheet is, as always from Revell, well printed and comprehensive

customary instructions, consisting of twelve pages starting with a history in German and English, then a sprue layout followed by thirty-eight sections for the build, and finally a painting and decal guide, which takes up the last two pages.

## Construction

The first seven sections of the instructions deal with the combined front

wheel bay, bomb bay, wing spars and cockpit, all of which are made up of twenty-four well moulded parts. The cockpit is the highlight here, and the separate sidewalls have all their instruments picked out with raised detail, as do the main panels and bulkheads. The bomb bay is moulded to the same standard, and here you have all the hinges and individual jacks, however no weapon load is supplied. All of this fits into the two fuselage halves, along with the large radar pod, arrestor hook and two part rudder.

The two exhaust outlets are one-piece items, which prevent any problems with seams. They are of a good depth and just needed pushing into place, which was done after all the painting was completed.

Revell have opted to mould the wings without the ability to position them folded – a welcome change some might say, as all too often when options for a wingfold are provided it is high impossible to fit them open without much heartache.

They are well detailed, the ailerons are separate and movable once fitted in the easy-to-join wing halves, and the four Fowler-type flaps can be displayed either closed or open.

The main undercarriage bays, which have internal ribbing, are moulded into the upper wing section, thus enabling a good depth, and the undercarriage itself is very well produced with a high level of detail. The two main assemblies are made from four parts each, with the front unit comprising seven parts, and the fit of all three is good and strong.

The cockpit glazing is very clear, with the overall fit being quite good, and all three canopies can be displayed open or closed.

## Colour Options

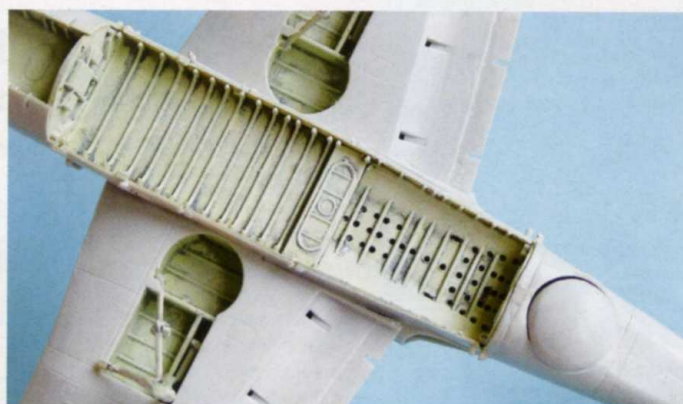
Just one colour scheme is given, which is Extra Dark Sea Grey on the upper wings, tailplanes and the top of the fuselage, with the underside and sides of the fuselage being in Sky (Beige Green).







Filler was needed in only two places, the radar housing and tailplane



The weapons bay is most welcome, but it's a shame no ordnance was included in the kit



Ready for painting. As you can see the fit of all the components is extremely good

The paint used for the exterior was from Hannants Xtracolor range.

There are four decal choices, three of which are for Gannet AS Mk 4s of the German *Bundesmarine* serving with 2/MFG.3, Schleswig 1956/65 and MFG.2, Nordholz, 1965/66. The fourth option is for a British FAA Mk 1 of 815 Sqn. operating on HMS Ark Royal in 1956. The decal sheet comes with the relevant individual aircraft marking, the two styles of national marking and - for Revell - a restrained set of stencils for one aircraft. These are all up to this manufacturer's normal high standard, adhering to the surfaces without any problems whatsoever.

### Conclusion

Once again Revell have given the modeller a stunning kit, which fits together well, with ample detail inside and out and unlike other kits of the Gannet in this scale has the internal weapons bay. On the down side, some

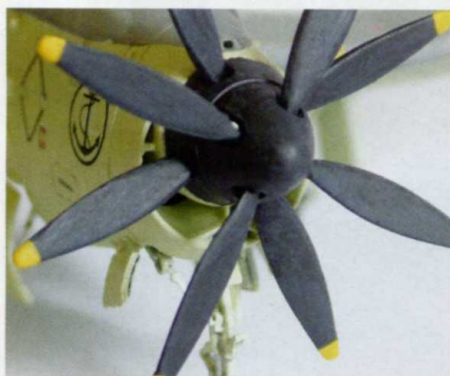
modellers may be disappointed with the lack of a wing fold option, but it shouldn't be too long before this is corrected by the aftermarket companies.

Many were surprised when Revell

announced a Gannet in the wake of the Trumpeter kit, but what they have produced here is a quality product at a competitive price, with a very high level of detail. Weapons can be sourced for

the nicely replicated bomb bay, and anyone tackling the kit should be well impressed with the final result after a very enjoyable build.

SAMI





**P-40E Warhawk**

Scale: 1/32 Price: £31.99/US\$63.95

Kit No: 08879 Decal Options: 2

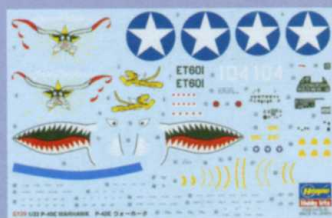
Type: Injection Moulded Plastic

Status: New Tooling

Parts: Plastic 193, Clear 5

UK Importer: Amerang/Creative Models

US Importer: Stevens International

**FIRST LOOK War Hammer**

A look inside the box at Hasegawa's new 1/32 P-40E Warhawk

**HASEGAWA 1/32**  
BY JACK TRENT

**T**he P-40 seems to occupy a space in a strange limbo between popular and also-ran, in which on the one hand its exploits are under-documented and its record in places dubious, while on the other hand it has been kitted frequently and to a high standard by manufacturers who – presumably – are confident of a market for their product. Hasegawa's new release joins the Trumpeter P-40B in the larger scale, and with three further boxings announced by this source, fans of the type will be well-served indeed.

Certainly well-served by Hasegawa.

This present kit is a typical quality product and features a high level of detail, crisp moulding and some innovative engineering that should make assembly less problematic. One particularly good design feature is the moulding of the glazing behind the cockpit integrally with the fuselage, so the transparency constitutes the whole upper fuselage section. This will allow a much more nature job to be made of this area – inserting those dratted windows behind the cockpit has been the downfall of many a good Warhawk kit!

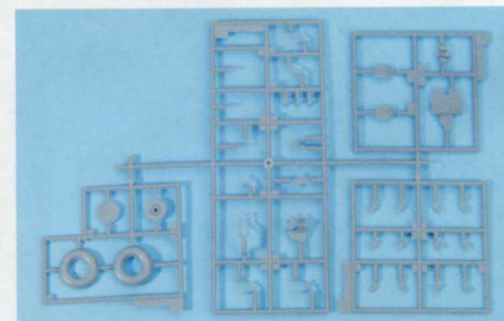
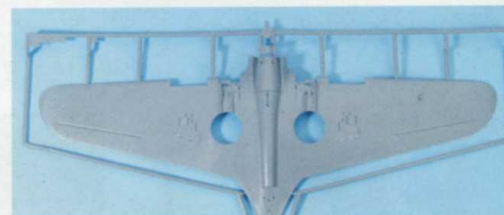
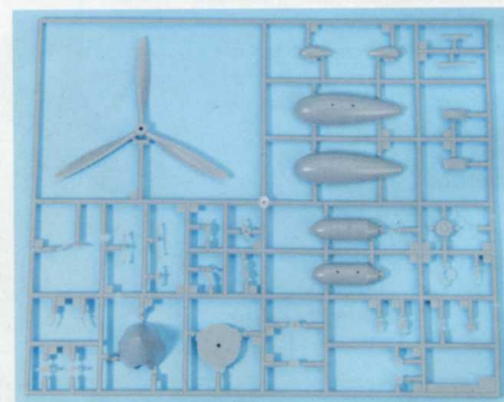
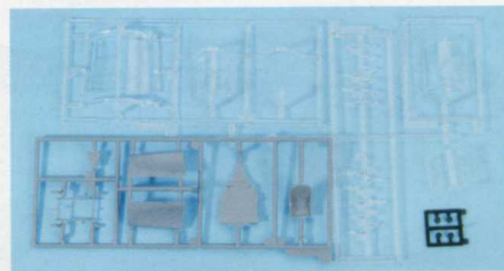
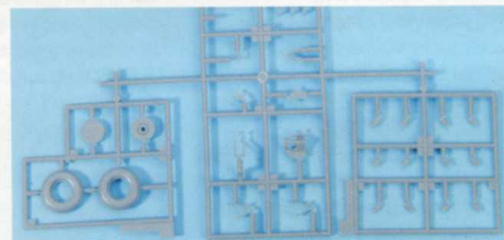
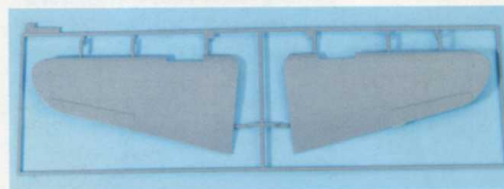
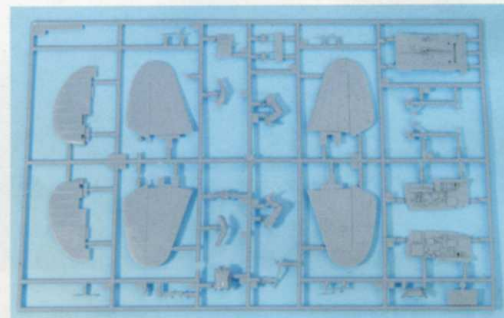
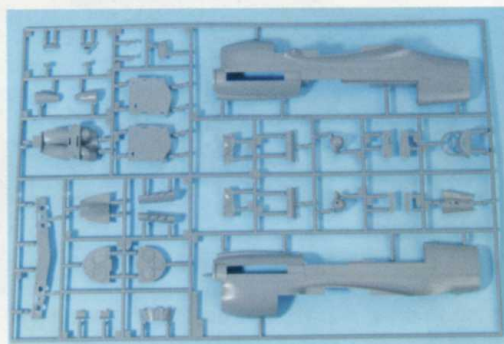
Cockpit and wheel well detail is full and comprehensive, and a very good P-40E can be built straight from the box, barring the inevitable seatbelts which manufacturers need to realise is a

mandatory requirement for any kit, never mind one in this scale.

Fuel tank and bomb load are supplied for the centreline, and markings are included for two machines – a US Army aircraft of 9th FS/49th FG in New Guinea in 1942, and one from 76th FS/ 23rd FG in China from the same period. Both sport artwork, with the latter option inevitably carrying the Flying Tiger emblem and a shark's mouth.

This is a very attractive package. Not a type I had considered before, but looking at the neat arrangement of the glazing, I find myself strangely tempted. Hasegawa have made a bold decision with this kit, but it deserves to pay off.

SAMI





Scale Aviation Modeller International has a policy of previewing all kits received in this section, and any item received is guaranteed a mention at the earliest opportunity. We cannot realistically preview kits unless we actually receive them, and manufacturers are invited to submit samples as early as possible to ensure the most efficient usage.



**1/48 scale Polikarpov I-16 type 10**  
**Polikarpov I-16 Type 10**

Scale: 1/48 Kit No: 8466  
Price: £10.25 Decal Options: 1  
Panel Lines: Recessed Status: Reissue  
Type: Injection Moulded Plastic  
Parts: Plastic 72, Clear 2  
Manufacturer: Eduard UK Importer: Hannants  
US Importer: Squadron MMD



**1 CM-274 CM-274**  
**8466 I-16 type 10**

Made in Czech Republic  
Eduard M.A. ©2008



**Wellington Mk II 'Merlin Powered Wimpey'**

Scale: 1/72 Kit No: 72535  
Price: £7.95 Decal Options: 2  
Panel Lines: Recessed Status: Reissue  
Type: Injection Moulded Plastic  
Parts: Plastic 157, Clear 16  
Manufacturer: MPM UK Importer: Hannants  
US Importer: Squadron

This, the latest in a line of kits that can only be welcomed by fans of Bomber



**Revell Nieuport N.28 C-1**

Scale: 1/72 Kit No: 04189  
Price: £2.99 Decal Options: 1  
Panel Lines: Raised Status: Reissue  
Type: Injection Moulded Plastic  
Parts: Plastic 28  
Manufacturer: Revell AG  
UK Importer: Revell UK  
US Importer: Revell-Monogram



**Bristol Blenheim Mk IVF**

Scale: 1/72 Kit No: 72063  
Price: £14.80 Decal Options: 3  
Panel Lines: Recessed Status: Reissue  
Type: Injection Moulded Plastic  
Parts: Plastic 74, Resin 17, Etched 11, Clear 5  
Manufacturer: Special Hobby  
UK Importer: Hannants  
US Importer: Squadron



Command finds yet another outlet for the excellent MPM moulds with the inclusion of Merlin engines. The kit – also boxed as a Mk X by Italeri – joins the Trumpeter range and allows the modeller a gratifying range of Wimpeys to model. Looking back only a few years we had only the vintage Airfix kit for comfort. Revell and Hasegawa are duelling with Lancasters, Valom have the Hampdens in the pipeline, now we need to look for some more Halifaxes!



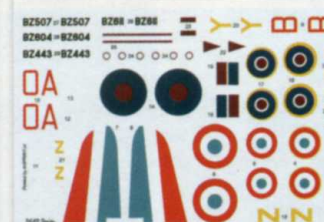
**Boeing Model 40B-4**

Scale: 1/72 Kit No: 182  
Price: £35.50 Decal Options: 4  
Panel Lines: Recessed Status: New Tooling  
Type: Resin  
Parts: Resin 67, Etched 47  
Manufacturer: CMR  
UK Importer: Hannants US Importer: Squadron



**Boston Mk IV/V**

Scale: 1/72 Kit No: 72549  
Price: £17.99 Decal Options: 4  
Panel Lines: Recessed Status: Revised Issue  
Type: Injection Moulded Plastic  
Parts: Plastic 106, Clear 12  
Manufacturer: MPM  
UK Importer: Hannants  
US Importer: Squadron



**SH-60B Seahawk**

Scale: 1/48 Kit No: 04640  
Price: £14.99 Decal Options: 2  
Panel Lines: Recessed Status: Revised Tooling  
Type: Injection Moulded Plastic  
Parts: Plastic 125, Clear 15  
Manufacturer: Revell AG  
UK Importer: Revell UK  
US Importer: Revell-Monogram



**B-26 Marauder Mk IA**

Scale: 1/72 Kit No: 72028  
Price: £31.50 Decal Options: 1  
Panel Lines: Recessed Status: New Tooling  
Type: Injection Moulded Plastic  
Parts: Plastic 95, Clear 16, Etched 56, Resin 7  
Manufacturer: Valom UK Importer: Hannants  
US Importer: Squadron



**FJ-4B Fury**

Scale: 1/48 Kit No: 80313  
Price: £10.99 Decal Options: 2  
Panel Lines: Recessed Status: New Tooling  
Type: Injection Moulded Plastic  
Parts: Plastic 118, Clear 8  
Manufacturer: HobbyBoss  
UK Importer: Creative Models  
US Importer: Squadron MMD







### SH-60B Seahawk HSM-41/HSM-43

Scale: 1/144 Kit No: 4600  
 Price: £9.50 Decal Options: 2  
 Panel Lines: Recessed Status: Revised Tooling  
 Type: Injection Moulded Plastic  
 Parts: Plastic 47, Clear 3 (x 2)  
 Manufacturer: Dragon  
 UK Importer: The Hobby Company  
 US Importer: Dragon USA

Another very special release in Dragon's ongoing series of double kits finds the Seahawk provided with newly tooled fuselage and undercarriage parts, as well as a complete interior. Two

complete SH-60Bs are provided, with very nice colourful decal options, and as parts for the original boxing are also included you get most of two complete helicopters for your spares box! This is another step on the road to mainstream acceptance for 1/144, and will complement the range of Hornets, and other recent US Navy kits coming out in this scale. Revell's Tomcats and Hawkeyes, these, and who knows what next? Perhaps a nice big slab of carrier deck to sit them all on?



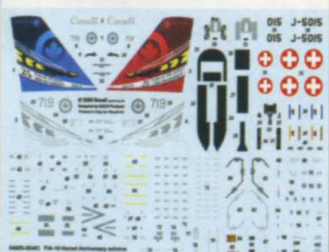
### F-16CG/CJ Fighting Falcon

Scale: 1/72 Kit No: 12415  
 Price: ETBC Decal Options: 5  
 Panel Lines: Recessed Status: New Tooling  
 Type: Injection Moulded Plastic  
 Parts: Plastic 170, Clear 10  
 Manufacturer: Academy UK Importer: Toyway  
 US Importer: Model Rectifier Corporation



### F/A-18C Hornet (CF-18A)

Scale: 1/72 Kit No: 04303  
 Price: £8.99 Decal Options: 2  
 Panel Lines: Raised Status: Reissue  
 Type: Injection Moulded Plastic  
 Parts: Plastic 75, Clear 2  
 Manufacturer: Revell AG UK Importer: Revell UK  
 US Importer: Revell-Monogram



### Model 339 Buffalo Mk I

Scale: 1/32 Kit No: 32013  
 Price: ETBC Decal Options: 4  
 Panel Lines: Recessed Status: Revised Issue  
 Type: Injection Moulded Plastic  
 Parts: Plastic 148, Resin 24, Etched 19, Clear 4  
 Manufacturer: Special Hobby  
 UK Importer: Hannants US Importer: Squadron

It's always nice to be well-informed when selecting a kit, and readers stumbling across this one have only to look back a few issues to the Modellers Profile on the type for inspiration. This

time round, Special Hobby have given us the ill-fated and much maligned British version, the Buffalo Mk I, and the kit is every bit as good as previous releases, with fine detail, plenty of resin and etched parts to top it off, and the only thing needed to make a perfect from-the-box build is a set of masks for the far too many windows. 1/32 is coming on fast, and with high value kits like this, and the new arrivals from Trumpeter, it is no wonder.



### Kawasaki Ki-45 Kai Koh Toryu (Nick) with Isuzu TX40 Fuel Truck

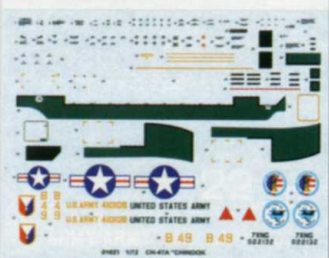
Scale: 1/48 Kit No: 09781  
 Price: £29.99 Decal Options: 2  
 Panel Lines: Recessed Status: Revised Tooling  
 Type: Injection Moulded Plastic  
 Parts: Plastic 121, Clear 13, plus 90 plastic parts for the Fuel Truck  
 Manufacturer: Hasegawa  
 Sample supplied by Hobbylink Japan

Hasegawa's classic 'Nick' caused quite a stir when it came out, and this excellent re-boxing marks a welcome return. Included in the package are around 90 parts to make up the fuel truck, and the impressive decal sheet allows three options – two bare metal and one in that blotchy green scheme that won't be nearly so tricky now we are all getting such lovely airbrushes...



### CH-47A Chinook

Scale: 1/72 Kit No: 01621  
 Price: £14.99 Decal Options: 3  
 Panel Lines: Recessed Status: New Tooling  
 Type: Injection Moulded plastic  
 Parts: Plastic 126, Clear 15  
 Manufacturer: Trumpeter UK Importer: Pocketbond  
 US Importer: Stevens International



### B-26A Marauder

Scale: 1/72 Kit No: 72020  
 Price: £31.50 Decal Options: 1  
 Panel Lines: Recessed Status: New Tooling  
 Type: Injection Moulded Plastic  
 Parts: Plastic 95, Clear 16, Etched 56, Resin 7  
 Manufacturer: Valom UK Importer: Hannants  
 US Importer: Squadron



### Su-15 TM Flagon-F

Scale: 1/72 Kit No: 01636  
 Price: £13.99 Decal Options: 3  
 Panel Lines: Recessed Status: New Tooling  
 Type: Injection Moulded plastic  
 Parts: Plastic 96, Clear 4  
 Manufacturer: Trumpeter  
 UK Importer: Pocketbond  
 US Importer: Stevens International



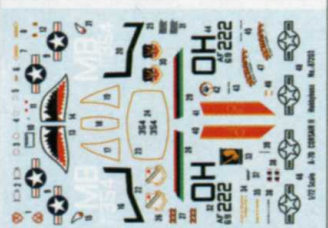
### Royal Flying Corps 1917

Scale: 1/48 Kit No: 7503  
 Price: £7.50 Decal Options: N/A  
 Panel Lines: N/A Status: New Tooling  
 Type: Injection Moulded Plastic  
 Parts: Plastic 38 Manufacturer: Eduard  
 UK Importer: Hannants  
 US Importer: Squadron MMD



### A-7D Corsair II

Scale: 1/72 Kit No: 87203  
 Price: £11.99 Decal Options: 2  
 Panel Lines: Recessed Status: New Tooling  
 Type: Injection Moulded Plastic  
 Parts: Plastic 183, Clear 6  
 Manufacturer: HobbyBoss  
 UK Importer: Creative Models  
 US Importer: Squadron MMD







### Aircobra Mk I/P-39F 'In RAF and RAAF Service'

Scale: 1/32 Kit No: 32025  
Price: £32.80 Decal Options:  
Panel Lines: Recessed Status: Revised Tooling  
Type: Injection Moulded Plastic  
Parts: Plastic 149, Clear 12, Resin 5, Etched 97  
Manufacturer: Special Hobby  
UK Importer: Hannants US Importer: Squadron

This is a very nice reworking of the superb P-39 kit. Masses of detail – including two full frets by Eduard, one of them colour, and some nicely engineered parts just waiting to receive the new CMK sets out this month!



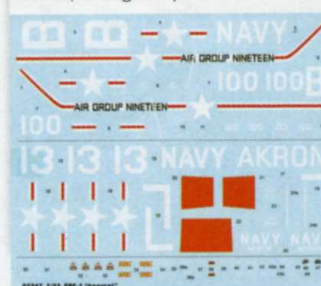
### 1:32 SCALE F8F-1 Bearcat



#### F8F-1 Bearcat

Scale: 1/32 Kit No: 02247  
Price: £36.99 Decal Options: 2  
Panel Lines: Recessed Status: New Tooling  
Type: Injection Moulded plastic  
Parts: Plastic 356, Clear 11, Etched 25  
Manufacturer: Trumpeter  
UK Importer: Pocketbond  
US Importer: Stevens International

Here it is at last! The Bearcat in all its glory. Possibly not as handsome as the Hellcat, but very much a big cat, and very much a big kit. The usual Trumpeter package includes rubber tyres, a clear cowl, gun bay details and a particularly good engine. As with the Hellcat, a wingfold option is included.



### F4F-3 Wildcat (Late)

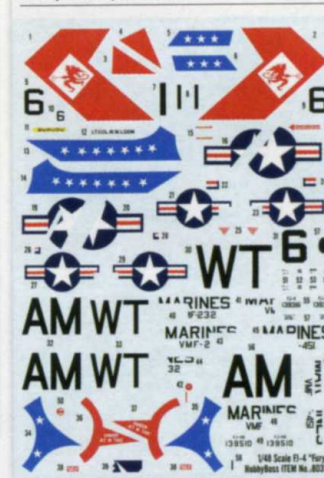
Scale: 1/48 Kit No: 80327  
Price: £10.99 Decal Options: 2  
Panel Lines: Recessed Status: New Tooling  
Type: Injection Moulded Plastic  
Parts: Plastic 77, Clear 7  
Manufacturer: HobbyBoss  
UK Importer: Creative Models  
US Importer: Squadron MMD

HobbyBoss are rapidly making a name for themselves aside from the easy-kits by which they originally became known. These Wildcats are superb kits, and with a seemingly endless vista of modestly priced quality kits on the horizon, it is a name we will be keeping a close eye on indeed.



#### FJ-4 Fury

Scale: 1/48 Kit No: 80312  
Price: £10.99 Decal Options: 2  
Panel Lines: Recessed Status: New Tooling  
Type: Injection Moulded Plastic  
Parts: Plastic 118, Clear 8  
Manufacturer: HobbyBoss  
UK Importer: Creative Models  
US Importer: Squadron MMD



### F6F-3 Hellcat

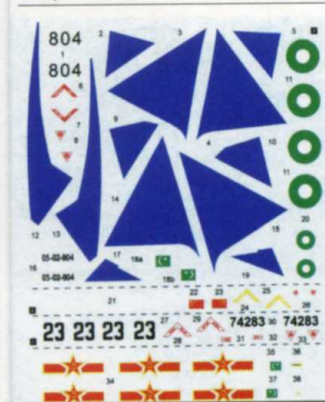
Scale: 1/32 Kit No: 02256  
Price: £45 Decal Options: 2  
Panel Lines: Recessed Status: Revised Tooling  
Type: Injection Moulded plastic  
Parts: Plastic 347, Clear 17, Etched 1, Rubber 3  
Manufacturer: Trumpeter  
UK Importer: Pocketbond  
US Importer: Stevens International

Another plastic masterpiece in the larger scale at a very reasonable price. The -3 includes a clear cowl to



### K-8 Karakorum Trainer

Scale: 1/72 Kit No: 01636  
Price: £7.99 Decal Options: 3  
Panel Lines: Recessed Status: New Tooling  
Type: Injection Moulded plastic  
Parts: Plastic 52, Clear 2  
Manufacturer: Trumpeter  
UK Importer: Pocketbond  
US Importer: Stevens International

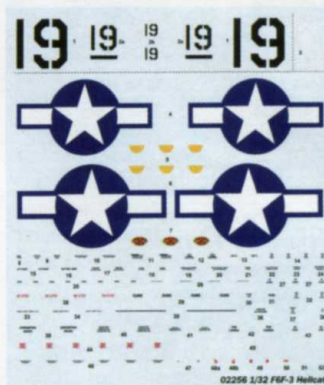


### Martin JRM-3 Mars 'Coulson Flying Tankers' Double kit

Scale: 1/144 Kit No: 12A  
Price: £79.20 Decal Options: 2  
Panel Lines: Recessed Status: Revised Tooling  
Type: Resin  
Parts: Resin 36, Clear Resin 1 (x 2)  
Manufacturer: CMR  
UK Importer: Hannants US Importer: Squadron

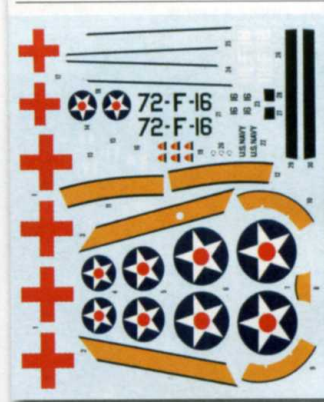
Further proof that 1/144 is utterly cool – if any such were needed. This reboxing

display the highly detailed engine, and a complete kit of a carrier deck tractor and towbar to display it with. Options include a folded wing, which will prove very useful in this scale, as well as bomb and rocket armament, and fully detailed gun bays.

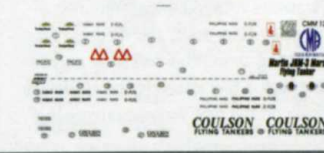


### F4F-3 Wildcat (Early)

Scale: 1/48 Kit No: 80326  
Price: £10.99 Decal Options: 2  
Panel Lines: Recessed Status: New Tooling  
Type: Injection Moulded Plastic  
Parts: Plastic 77, Clear 7  
Manufacturer: HobbyBoss  
UK Importer: Creative Models  
US Importer: Squadron MMD



features two complete kits of the mighty Mars, configured as the famous Coulson Flying Tankers. The kit features two sets of instructions and several sheets of photographs accurately portraying the differences between the two surviving aircraft. The canopy is clear resin, and beaching gear and flight deck are provided. CMR have taken a bold step here, but given the size and sheer extravagance of the subject, not to mention the excellence of the product, it is a kit that deserves to sell well.





SAMI's reviews section has evolved into a well-respected encyclopaedia of kit-building. While space precludes covering every kit received with a full review, we do aim to give a representative cross-section of the entire hobby, including samples of the numerous reboxings and reissues that make up such a large part of the market.

We are always looking for new reviewers, so anyone interested in becoming part of the team is invited to contact Gary Hatcher at the editorial address.

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MPM 72nd

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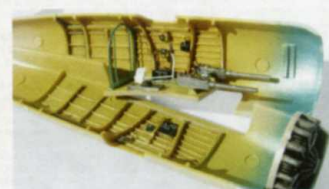
- 532 Douglas A-20 G/J Havoc**  
Revell 48th

# Manshu Ki-79a Shimbu-Tai

**RS MODELS 1/72**  
BY KONSTANTINE MALINOVSKY

The Manshu Ki-79 has the honour to be the only aircraft mass-produced on mainland China during WW2. It was based on the licensed version of the Nakajima Ki-27b and was intended as an advanced trainer. In general, the aircraft served its original purpose well and was used not only in flying schools in China but also in Japan. By the end of the war Ki-79s were pressed into the front line service but mostly as a plane for the *Kamikaze* attacks, though there are a few records of its usage as a fighter. Apparently in one of the dogfights over Okinawa, it even managed to score a victory against a Hellcat. After the war the remnant Ki-79s were used by Chinese Red Army as well as by a number of other air forces in the Far East region.

This is virtually the same plastic as the Ki-27 by the same manufacturer. The parts are moulded in soft light tan plastic, and one small photo-etched fret is offered to



liven up the cockpit. Unlike the Ki-27 kits though, the transparent part is acceptable, but not exactly to scale thickness.

## Construction

This is a short-run kit, so the usual limitations are there: no locating pins, thick trailing edges etc. But the quality of engineering and moulding is rather impressive and after sanding down the trailing edges to a more acceptable thickness there were no problems with the construction process whatsoever.



1:72 SCALE PLASTIC KIT

## TECHNICAL DATA

|                                       |                       |
|---------------------------------------|-----------------------|
| Scale: 1/72                           | Kit No: 92035         |
| Price: £14.50                         | Decal Options: 3      |
| Panel Lines: Recessed                 | Status: Reissue       |
| Type: Injection Moulded plastic       |                       |
| Parts: Plastic 40, Clear 1, Etched 29 |                       |
| Manufacturer: RS Models               | UK Importer: Hannants |

The cockpit is spruced up with a small photo-etched fret. It offers a good number of internal details (including a great rendition of the pilot's seat). Coupled with the extremely well designed internal frame details they allow an excellent cockpit that would do justice to any competition level model. The instruction sheet suggests you use two of the machine guns in the cockpit. My reference sources state that a single-seat machine should only have one, and the two-seater had two. I have strong doubts about this statement, as it defies simple logic: after all, a two-seat machine would have been overloaded and more likely to have just one machine gun. I believe that two guns as per the instruction sheet are more likely on a single-seat aircraft.

In general, the fit of parts was rather extraordinary for a limited-run kit and many other producers of short-run kits could learn a thing or two about engineering from RS-models.

The kit allows the modeller to build two version of the undercarriage – with the spats on (they are moulded together with the wheels) and with the wheels exposed. The latter would have been my preference, but as I was trying to build a particular aircraft that, according to my



photographic references) had its spats on, I had to use the inferior parts.

As usual with short-run kits the aerial mast and pitot tube are much thicker than they should be, and your replica would be much better off with them scratch-built.

## Colour Options

Three versions are provided. Thankfully, they all belong to historically viable units and not some JAAF '46 invention as is the case with some of the kits from this manufacturer. The modeller has a choice between two Japanese and one Indonesian Air Force Options. At least one of these can be verified from available photographs.

- 113th *Shimbu-tai* unit, 1945 Okinawa
- 1st *Yasen Hojyu Hikotan*, Sembawang, Singapore, 1945
- Unnamed unit of Indonesian Air Force

I have chosen the first option as I found a photo of this aircraft with the bomb attached.

The decals are printed to the current high standard for Czech kits. They are thin and in perfect register. I used Micro Set while applying them and they reacted perfectly. I did not even have to apply Micro Sol as they conformed with the surfaces perfectly.

## Conclusion

The kit was a great pleasure to build and I can recommend this kit to any modeller with an interest in WW2 Japanese aviation. It will look great next to the Ki-27 fighters and I will surely look for a twin-seat Ki-79b to add to my collection.

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# Spitfire XVIe

**AIRFIX** 1/48

BY MICK CONDRA

The box top shows the side profile of both options contained inside the full box. Moulded in soft grey plastic like most Eastern European kits, it comprises eleven sprues, one being clear. Also included are three Humbrol acrylic paints (Black, Silver and Interior Green), instructions and a decal sheet.

## Construction

Construction starts with the cockpit, which is pretty basic by today's standard. This fits between the fuselage sides. The fuselage fits well together but has several sink marks along its length that need filing, the upper cowlings is a bit wide and has minor fit problems but these can be rectified easily and detail restored.

The wings came next with more fit problems. The bottom wing is in one piece but the upper has a large gap at the root which has to be forced to meet the fuselage, but in doing this you may end up with an incorrect dihedral. So it was a little spacing and then a pull up to fix. The wingtips (I did the LF wing)



## TECHNICAL DATA

Scale: 1/48 Kit No: N/A  
Price: Available to Club members  
Decal Options: 2  
Panel Lines: Recessed Status: Reissue  
Type: Injection Moulded Plastic  
Parts: Plastic 63, Clear 4 Manufacturer: Airfix

also need a bit of filler.

Next problem was the covers for the guns which sat too deep in the recesses at one side. It's better to pack them out a bit to the correct height than fill on top, (guess who did it the hard way). Watch out for the tailplanes as they are reversed to the part numbering, but do fit well. The undercarriage is pretty straightforward but again pretty basic.

I choose TE199 to do but being gloss black showed up all the small



imperfections. So it was back to rubbing down several times until I was happy.

them circular as they have no centre to the decal.

## Colour Options

The choices given are two. One TE199 an all black aircraft, flown by Air Officer Commander of RAF no. 2 Group. The other TD248 owned by Eddie Coventry of BAC Aviation, Earls Colne 1995. The decals are not the best. I found they started to break up at the edges as 'Set and Sol' were applied. The outer rings were tricky to apply as you have to manoeuvre them whilst trying to keep

## Conclusion

This is a difficult one as it is only available through the Airfix Club. I will say that those brought up with Airfix will recognise the kit for what it is - a starting point. I built this straight from the box and encountered the same problems as with limited-run kits, namely a bit of work. Those with a bit of experience will have no trouble.

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# Nakajima Ki-27

**RS MODELS** 1/72

BY KEITH WARDELL

This reissue model greeted me with two sealed bags of parts, clear instructions and a nicely printed decal sheet displaying hinomaru in just about the correct shade of red for a JAAF aircraft. The other part of the sheet is dedicated to an aeroplane flown by the air force of the so-called Japanese-founded puppet state of Manchoukuo. The artwork on the front and back of the box is pleasing with the latter clearly showing what the end product should look like in either finish. The kit features some very clean etched brass parts and an injection moulded single-piece canopy; somewhere in the distance an alarm bell rang but more about that later. Upon studying the parts prior to painting and assembly more alarm bells joined the aforementioned; something did not look quite right.

## Construction

I have always believed that if a model looks right that is half the battle and the overall effect of this kit was somehow not quite what it should be. Making a comparison with accurate drawings soon showed certain inaccuracies. The canopy was just a little too narrow (as is the fuselage rear in plan view) and its fit was not wonderful as its base was flat and not contoured to the fuselage shape. The wings in planform are just too thin and



## TECHNICAL DATA

Scale: 1/72 Kit No: 92034  
Price: £14.50 Decal Options: 2  
Panel Lines: Recessed Status: Re-issue  
Type: Injection Moulded plastic  
Parts: Plastic 36, Clear 1, Etched 32  
Manufacturer: RS Models UK Importer: Hannants

their two halves do not mate flatly enough without sanding to get a sharp trailing edge. In addition, the wing-root fairings are too small. As for joining the wings to the fuselage there have been better examples.

The small sheet of etched brass pieces supplied is of a delightful quality but alas, when the aircraft is assembled it all disappears into the fuselage and out of sight, especially with a closed canopy.

Attaching the tailplane (horizontal stabilizers) is easy enough but locating pins would have been useful; the shape of these, when compared to drawings, shows that they are too narrow and in fact look to me more like those on the Mitsubishi A5M.

Moving to the undercarriage, the non-spatted version comes as four separate parts and when assembled it



has completely lost the fairing curves at the bottom of the oleo leg immediately above the wheel; they look and are from the kits own artwork, inaccurate. As for the choice in full spats, the shape is about right but they are too narrow when viewed from a front elevation; this was the version I decided upon because of the lesser inaccuracies.

## Colour Options

I prefer to complete a model as though it has seen a bit of action. Having spent many years around aircraft I know how filthy they can get under daily operational conditions even without the additional stress of combat. Both options were painted in Japanese light grey all over. I used the 'hairy stick' method of applying the light grey enamel paint, marking panel lines with

a B grade soft pencil, which I think works rather well after gentle smudging to soften the lines. This is something I first learned to do making military vehicles in small scale, where dirt and weathering can in fact be quite dramatic.

## Conclusion

I have to admit that for my first model review I was a little disappointed in this kit. It does have its good points, the decals, the etched brass quality and the relative simplicity of construction if assembled straight from the box. For the person who wants a general representation of the Ki-27 then this one would be okay, but taking into account the inaccuracies and the high price there are others to choose first over this kit.

SAMI



# Kayaba Ka-Go Ka-1 & Ka-2

**AZ MODELS 1/48**

BY GORDON SCOTT

So, AZ Models what have you produced? Two very nice little kits of Imperial Japanese autogyros! The KA-GO Ka-1 has an inline German Argus engine and the KA-GO Ka-2 has a radial engine.

Each kit arrives in a voluminous thin cardboard end, opening box that didn't survive the postal service very well. The thirty or so well moulded injected parts are presented on a single sprue. Detail is a mixture of well executed raised and engraved panels, some so light it only showed up under a coat of silver paint, flash is evident on the struts, oleo scissors etc. so there is a small amount of cleaning up to be done. Both variants share the identical plastic sprue so if you buy the radial engined Ka-2 you could make either this or the Ka-1 as the Argus engine is plastic.

Detail parts are to be found on a small etched sheet and a bag of resin parts catering for seats, wheels etc, identical for both variants except for the radial engine included in the Ka-2 kit.

So, mustering all the skill possible for one with ten left thumbs, a new blade in the scalpel, and the plasters on standby, it was time to begin!

## Construction

Construction starts with the cockpit, and most of the resin and etched metal is fitted within. A few things became quickly apparent; if you fit the side frames to the edges of the cockpit floor as shown it's makes the assembly too wide and the fuselage sides won't close, so don't. Glue the frames along the lower edges of the cockpit sills and leave the bottom edge floating. Test fit the assembled cockpit floor with seats installed until they are in the right position then mark and remove, and now cut the bottom of the framework off and the fit improves. If a seat is adjacent to a former then either move the seat or cut the former to fit. Hindsight being the wonderful tool it is I suggest you make the frames from sprue or thin wire.

Time for more hindsight - cut out the cockpit instrument panel acetate using the etched fronts as a mask and glue these into a fuselage side as the plastic backs are too wide. Test fit both fuselage sides and you will see they need either trimming or the inside surface reducing (I went with trimming). After all that, the cockpit openings are so small the seats pretty well fill them and the interior was apparently black so you can't see that much! I imagine the real machines were fairly basic so I didn't lose any sleep over it.

I can't say that AZ have provided an accurate cockpit because I couldn't find anything remotely connected with these machines so I'm happy that you can't see a lot. Nevertheless it looks good when finished.



### TECHNICAL DATA

Scale: 1/48 Kit No: 4809  
Price: £24.30 Decal Options: 1  
Panel Lines: Recessed Status: New Tooling  
Type: Injection Moulded Plastic  
Parts: Plastic 39, Resin 37, Etched 10  
Manufacturer: AZ Models  
UK Importer: Hannants  
US Importer: Stevens International



### TECHNICAL DATA

Scale: 1/48 Kit No: 4808  
Price: £24.30 Decal Options: 1  
Panel Lines: Recessed Status: New Tooling  
Type: Injection Moulded Plastic  
Parts: Plastic 39, Resin 37, Etched 10  
Manufacturer: AZ Models  
UK Importer: Hannants  
US Importer: Stevens International

Stage 6 covers the engine fitment and for the Ka-2 you get a shot of the radial engine and fuselage with the cut symbol and question mark which I thought wasn't that helpful!

I looked long and hard at both the fuselage and the resin engine and concluded that if I removed part of the fuselage I would probably have to stick some of it back on so I removed the resin moulding plug and test fitted the engine. It was a bit too small in diameter but almost there so it was attached with superglue, hardener and



more green stuff than I am used too. A lot of time and patience went into blending the two together. I was relieved the Argus engine of the Ka-1 went on a treat.

Wariness had set in now and looking at the undercarriage struts I decided that it would be easier and quicker to replace them with brass wire and plastic strut material instead of cleaning up and refining those provided. Using the kit parts as patterns this was accomplished rapidly and resulted in a sturdy (dropped twice didn't break!) more to-scale appearance.

The rotors came next and I reinforced the joints with brass wire. It was here I missed reference material, as I'm sure the rotors must have been foldable for the naval KA-2 and folding them would save us a bit of space, wouldn't it dear?

## Colour Options

A small decal sheet with two schemes per kit is included. The Ka-2 features two all-over silver schemes applicable to both variants, while the Ka-1 has two green aircraft, one with a large light brown mottle. These are depicted on a glossy coloured A4 camouflage/markings sheet with Gunze and Agama paint references.

Paint and decals followed in short order; I chose both schemes from the Ka-2. The decals are great, thin but opaque and tough.

The windscreens look a bit like those

on seen an early sixties motor-cycle but as these kits were for review I fitted them as shown with PVA. They have since been modified to resemble the illustrations on the box tops.

## Conclusion

I started these kits thinking that they would be a bit of light relief but looks are deceptive, and considerable effort is required to achieve a decent result. If you currently think that etched metal and resin are the domain of the learned grand master, or they belong to the dark side, making one of these little kits could considerably broaden your modelling horizons as, yes, they have those materials in them, yes, you need a different kind of glue, but you've probably already got the 'special tools' needed i.e. razor saw and tweezers.

To paraphrase some-one on the idiot box 'Have a go at something new!' Start with something like the Ka-1 (the easier of the pair) You won't regret it. I thoroughly enjoyed these kits, size wise they're Spitfire length and girth, they are an excellent step for some-one ready for a bit of a challenge or to get used to modelling with different materials, and have me looking forward to getting my hands on the Vultee Vengeance and re-released Firefly. Any chance of a 1/48th Beaufort AZ? While I'm waiting I'll get another, methinks there's a Cierva Autogyro just waiting to be created with a bit of kit bashing.

SAMI





# V2 Rocket

**PEGASUS 1/48**

BY TIM LARGE

Inside a colourful box there is one sealed bag with fifteen dark olive green parts, on three sprues. Twelve parts go to make up the V-2 rocket, with the remaining three being reserved for the launch pad. All the parts have recessed detail, rivets and panel lines, which some people could consider a bit on the heavy side, as well as inaccurate. There is a simple, user friendly, four-page instruction booklet, which has a short but well written history, and an introduction to the E-Z Snapz philosophy of model kits on the first page. Also included are some useful tips for any newcomers to the hobby, which is most welcome, and to round off a small decal sheet and a sheet of stickers.

## Construction

I timed myself building this. It took nine minutes and that was including gluing all the joints. The main body is made up of four parts and is split at the LOX ducts just above the fins, which are nicely detailed and fitted well. These have the graphite steering vanes moulded into them. The thrust ring is moulded separately, but it is blanked off, so you will have to scratch build the combustion chamber.

There are two other parts - the nose tip and what appears to be a cover for a fuel



### TECHNICAL DATA

|                                    |                     |
|------------------------------------|---------------------|
| Scale: 1/48                        | Kit No: 8416        |
| Price: £6.99                       | Decal Options: 1    |
| Panel Lines: Recessed              | Status: New Tooling |
| Type: Injection Moulded Plastic    |                     |
| Parts: Plastic 14                  |                     |
| Manufacturer: Pegasus Hobbies      |                     |
| UK Importer: Pocketbond            |                     |
| US Importer: Stevens International |                     |

dump outlet. The only extra work was on the seam of the upper main body, which needed a small amount of rubbing down to blend it in.

So it's simple and easy to build, for anyone, especially the younger modeller, and what's more it does look somewhat impressive, when mounted on its launch pad. This is however an odd item and looks nothing like an A-4 launch pad, which lets the side down somewhat.

## Colour Options

One option is given, which is the Gezack (ragged) scheme. Pegasus suggest green,

tan and sand is used, but according to The New Vanguard book by Osprey, apparently it should be Cream or Signal White, Earth Grey and Olive Green. There are of course many different finishes to the V2 and if you want to have some fun there is a sheet of eleven stickers to apply if the fancy should take you, and no doubt the kids will love them.

I finished the kit with Olive Green, Light Earth and White. There is a small decal sheet with two ID numbers for the side of the main body, and these were applied directly to the matt paint surface and adhered with no problem, just a coat of matt varnish to blend them in. The launch pad was finished in dark yellow, given a wash of matt rust and dry brushed to bring out the highlights.

## Conclusion

At £6.99 this is a great kit, ideal for a rainy day to keep the kids happy, but be warned - I guess they are going to want more of these. I would in their place.

For the more experienced modeller there is something here too, as this is the first time a V2 has been available in 1/48 and about time too! It's a little short by 6mm, but if you add the fuse which sat on top of the nose it should scale out dead on. Hopefully Pegasus (or someone) will bring out some of the support vehicles, as Revell did with their V2 kit of many years.



I must admit I had my doubts about this range of kits when I first heard of them, but now I've built one, I reckon Pocketbond are on to something here. recommended to all.

SAMI

# Dornier Do 335B-4 Recon

**DRAGON 1/72**

BY JAMES GRIFFITHS

The Dornier Do 335 *Pfeil* (Arrow in English) has interested me for a long time. With its push/pull engine arrangement, it was the fastest piston driven aircraft built at the time with a speed of 455mph, and the ability to fly on just one engine if required. A lot of political interference delayed the introduction of the aircraft and so by the end of the Second World War, only test and evaluation flights had taken place.

This kit represents one of the planned developments of the aircraft, a long-range, high-altitude reconnaissance machine. Parts are moulded in light grey plastic, with a selection of etched parts (DF loop, crew ladder, and a few other small details).

## Construction

Construction begins with the two well detailed DB 603A engines. There are detail differences between the two, so take care, and it is worth filling the front engine with lead shot (I used 'Fluid Lead' micro-shot) to help keep the nose on the ground. The cockpit is quite detailed, with separate armrests on the seat, and a control stick top.

If the engines are to be displayed, it is worth cutting the fuselage parts before



### TECHNICAL DATA

|                                        |                         |
|----------------------------------------|-------------------------|
| Scale: 1/72                            | Kit No: 5033            |
| Price: £16.50                          | Decal Options: 1        |
| Panel Lines: Recessed                  | Status: Revised Tooling |
| Type: Injection Moulded Plastic        |                         |
| Parts: Plastic 116, Clear 2, Etched 14 |                         |
| Manufacturer: Dragon                   |                         |
| UK Importer: The Hobby Company         |                         |
| US Importer: Stevens International     |                         |

joining them together, and some photographs of the real thing are also useful as no guidance is given in the instructions. If the front engine is not displayed, it makes weighting the nose easier, but anchor points for the exhausts will need to be fabricated.

As this is a high-altitude version, the wings have extended tips, and these are a good fit, providing the cuts made on the original wings are straight. The inner halves of the wing leading edges are separate to allow weight to be placed in them, but the fit into the wings themselves isn't great, and plenty of filling and filing was required.



Undercarriage detail is fairly comprehensive, with support brackets and suspension lever, and even the tyre markings moulded, which benefit from a spot of dry-brushing.

## Colour Options

Decals are provided for one fictional aircraft. Consequently the modeller can use the machine as a blank canvas upon which to experiment with late-war Luftwaffe colour schemes.

## Conclusion

This builds into a well proportioned model of this fascinating aircraft. The fit

around the wing leading edges isn't fantastic, but doesn't prove too problematic. Shoe-horning enough weight into the front half isn't easy either, but providing the wings are left off till as late as possible, there is room to fit more just behind the cockpit if necessary.

As a proposed aircraft, there isn't a wealth of reference material, but a number of books are available on the Do 335, which can help in the construction, especially the opening of engine access panels.

A nice challenging build, which results in an aircraft that is just a little bit different.

SAMI



# Avia B.35.2

**RS MODELS 1/72**  
BY ALAN THOMPSON

Introduced in 1938 as a development of the Avia B.35.1, the B.35.2 was a classical pre-World War Two low-wing monoplane, single-engine fighter prototype developed by Avia of Czechoslovakia. Written off in a crash by a Bulgarian pilot in 1939, development was continued as the B.35.3 after the German takeover of Czechoslovakia in 1939, then as the B.135 with a retractable undercarriage.

The kit comes in an end opening box with the 3 colour schemes illustrated on the rear of the box. The plastic parts come on two caramel coloured sprues,



individually wrapped in polythene bags with a clear sprue and an exquisite pre-coloured etched brass fret from Eduard.

The plastic parts are a mix of very fine and very poor moulding (the control stick and exhaust stubs). None of the plastic pieces have locating pins and the wing pieces have some pour lugs which need to be removed before use. The canopy looks a little thick but is nicely clear with well defined frame lines. The pre-coloured etched fret is just beautiful and contains a two-piece instrument panel, a set of seatbelts and some detail for the cockpit interior. The plastic sprues contain some parts not used for the B.35.2 including a set of retractable undercarriage legs and doors, presumably for a B.135.

The instruction sheet is not this kit's strongest point, being vague and difficult to follow in places, but with only a very limited number of parts this is not a disaster.

## Construction

Construction begins with the cockpit. The colour call out for this area is 'grey' and with this area of the B.35.2 not being covered by the references I had to hand, I used Tamiya neutral grey. The instructions are a bit vague as to the location of the cockpit floor and seat (I am still not sure the final location is correct; maybe the Czech pilots were just a funny shape ?) but the parts go together without any dramas and give a nice little cockpit when finished. The fuselage sides are then joined and the three-piece wing added.

The wing-to-fuselage joint needed some attention and putty, as did the exhaust stubs and engine cover pieces. The tail-planes have a butt joint to the fuselage as do the fixed undercarriage spats to the lower wing. Both of these

# Arado Ar 76

**RS MODELS 1/72**  
BY MIKE KING

The Arado Ar 76 was a diminutive design for a pre-war home defence fighter seconded to the advanced trainer role. It lost out to the Fw 56 Stösser but was sufficiently useful to have been put into small scale production.

The kit is for the trainer version and accurately portrays this with its single fuselage mounted MG17 armament. It comes in an end-opening box (aaaargh, please, no!) with a simple but evocative painting on the top and painting guide on the back. Inside the box the parts comprise twenty-four beautifully crisply moulded parts in caramel coloured plastic with truly exquisite restrained surface detail and a lovely little twenty, piece fret of mostly pre-coloured etched brass from, I think, Eduard. A small clear windscreen is also included (plus a spare), and the package is completed by a fine decal sheet for three aircraft.

This is a quality product and cries out to be built, and although the asking price is relatively high and the number of pieces small, the quality and sheer enjoyment factor makes it worth, in my books, every penny.

## Construction

Work starts with the cockpit. Being a pre-war fighter/trainer this is a fairly simple affair but the parts are comprehensive and build up with a combination of



plastic and brass into a lovely little unit. The instrument panel is pre-painted and looks good when put together. The seat needs bending and rolling, and I achieved this, after some trepidation, using the handle of a Swiss file, and despite my worries it was simplicity itself. A full set of belts is included and these look too large on first inspection but actually fitted very nicely. When the little unit is sandwiched into the fuselage, and the other panels and levers are added it all looks fantastic and due to the relatively large opening is easy to view.

The wheels come as spatted or unspatted units, depending on the final version you decide upon (as does the tail wheel!). I chose the former ones for mine, being a sucker for anything in spats, and these go together with no problems.

As a parasol monoplane the trickiest part, and the area which might put the inexperienced off, was the fitting of the struts and, of course, the wing itself. The 3 cabane struts fit into nicely recessed grooves in the forward fuselage but need care in alignment. Once dry, the painted and decal wing was added, again taking care with its alignment, and using super glue to strengthen the anchor



points. When all was dry and solid the main struts were put in place. Unfortunately the numbering for these is transposed on the instruction sheet so beware. There is a nice little set of etched bracing wires which finish the wing area off nicely.

The parts all fit together extremely well - pretty much flawlessly - and only a swipe of Tipp-Ex or superglue is needed to fill any hairline gaps. The only potential pitfalls are around the wing alignment, but you may need higher prescription strength lenses when trying to build up that beautiful and tiny cockpit - you're straying into watchmakers territory here!

## Colour Options

Three pre-war training options are provided. All are RLM02, two with blue upper decking, and one with yellow underwing tips and fuselage stripe. With my inherent inability to get a decent finish with any yellow paint, my choice was between the blue-topped ones, and despite the appeal of the red tailbanded version with civil markings I opted for the more military looking one with its wing and fuselage crosses.

Painting is simplicity itself, and a

couple of swipes with a brush does it. Being a parasol winged craft you'll need to complete the decaling of the wing and fuselage units separately before mating them up. The decals are beautiful, very thin and just glossy enough, and all perfectly in register and with perfect colour density. They go on well, settled nicely with a touch of setting solution and blend in perfectly when dry with absolutely no hint of silvering.

## Conclusion

What can one say about this model? This was my first RS kit, but I hope to build many many more, as the quality really is first class and RS seem to have a knack for producing lesser known but highly desirable subjects. I am so glad I was sent this one to review and I would urge anyone with any interest at all in Luftwaffe, pre- or early war aircraft to give it a whirl - you won't regret it in any way! It's not cheap, for what is physically a tiny aircraft, but it is perfectly moulded, the level of detail included is impressive, it is a joy to build, and looks gorgeous when complete. What more do you want from a kit?



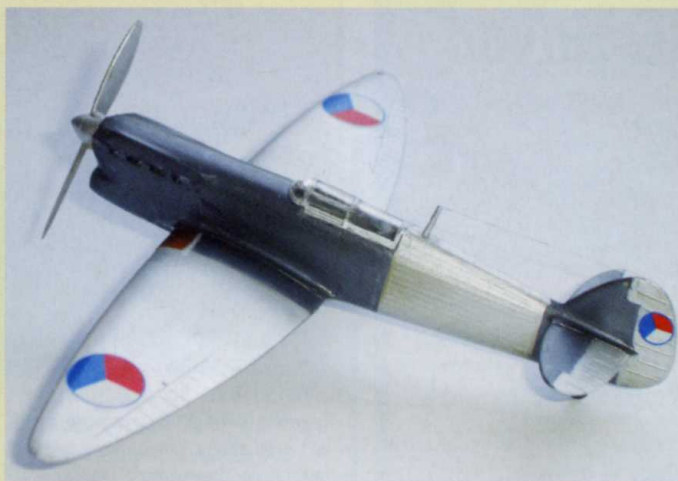


worked fine but using superglue certainly helped. The cockpit has some tubular framing which needs significant cleaning up and is tricky to fit. The canopy was masked and glued to the fuselage with only minor fit issues.

### Colour Options

Three colour options are given in the kit, two polished steel/aluminium machines (one Czech and one in Luftwaffe markings) and a camouflaged Czech machine with kill markings, although I am not sure what this option represents as I can't find any record of the B.35.2 seeing action never mind claiming four victories.

Once all the parts were together, the plane was primed using Tamiya pale blue from a spray can then sprayed Aluminium using Humbrol paint which gives a lovely finish. The areas of the plane to be



painted steel were masked off and painted using Humbrol steel metalcote which was

then polished with a soft cloth to a metallic sheen. The model was given a

coat of Klear then decals added. The markings for the option chosen are limited to six Czech roundels which all went down very well; a little decal setting solution was used for the tail roundels to encourage them to settle over the rudder ribbing. No serial numbers or stencils were provided. A final coat of satin varnish was painted over the entire model.

### Conclusion

A true curate's egg of a kit to build with a mix of nice and nasty moulding and fit. Some very poor instructions, but very nice decals, which builds into a pretty little replica of this little known aeroplane. The cost is quite high for what you get, but it does build into a nice model and if you want an Avia S.35.2 in this scale then this, I believe, is your only option.

SAMI

# A-26A/B Invader

**ITALERI** 1/72  
BY GEOFF PIKE

This is the fourth boxing of Invader variations from this mould. First there was the B-26K/A-26A Counter-Invader, then eight-gun solid-nosed B-26Bs of the USAF (Korea) and French (Indochina) via Revell, thirdly glazed-nose B-26Cs of the USAF (Korea) and France (Indochina and Algeria). Now we are back to World War Two and the USAAF. Despite the box title, all four options included are B-26Bs, with the early six-gun solid nose. (A-26A was the original designation for a night-fighter which never materialised, but returned much later as an alternative to B-26K for the rebuilt Vietnam War Counter-Invaders).

### Construction

The large tray-type box contains one separately bagged transparent sprue and four crisply moulded light grey ones, a sharp-looking Cartograf decal sheet and a large fold-out set of instructions. The bomb bay is furnished with four bomb racks and eight bombs, but interior detail is a little sparse, and I decided to fix the bomb doors shut. The cockpit is reasonably well detailed and busy-looking, the nose bomb-aiming position and bombsight are provided, but are redundant in a solid nose. Several bulkheads and the periscope fire-control system are provided for the gunner's position.

Cockpit glazing should be the early flat canopy disliked by crews for its restricted view, but Italeri have supplied the same slightly bulged transparency as previous boxings with some extra framing faintly moulded on. Holes have to be drilled in the upper rear glazing and lower fuselage to accommodate the gunner's periscope

**A-26 A/B Invader™**

N. 1274 1/72

**TECHNICAL DATA**

|                                          |                       |
|------------------------------------------|-----------------------|
| Scale: 1/72                              | Kit No: 04711         |
| Price: £12.99                            | Decal Options: 3      |
| Panel Lines: Recessed                    | Status: Revised Issue |
| Type: Injection Moulded plastic          |                       |
| Parts: Plastic 94, Clear 4               | Manufacturer: Italeri |
| UK Importer: The Hobby Company           |                       |
| US Importer: Model Rectifier Corporation |                       |

sighting system. Instructions call for 20g nose weight.

This separate nose section is the only moulded difference from the earlier Revell boxing of the eight-gun A-26B. As per instructions the vertical row of vortex generators on the rudder hinge line of the starboard fin should be sanded off, as they relate to the later B-26K only.

Main wing and engine assemblies need a little filler around the joints, and the rear of the engine cowl flaps need thinning down to obtain a neater fit on the nacelle. Main undercarriage wells look a bit bare, but the weighted tyres give the completed model a good solid



sit. Four twin x 0.50 cal. gun blisters are supplied, two under each wing, but the photo of *Stinky*, my chosen subject, didn't include them so I left them off.

### Colour Options

Markings are provided for four aircraft, all silver with olive drab or black anti-glare panels on nose and inner cowlings:

- 1) *Stinky* of the 552nd BS, 386th BG, France 1945
- 2) *Kiwi Boid* of the 554th BS, 386th BG, France 1945
- 3) Unnamed 434486 of the 86th BS, 47th BG, Italy 1945
- 4) *Rose Marie* of the 670th BS, 416th BG, France 1945

As USAAF World War combat aircraft go these are fairly modestly

marked, and I chose *Stinky*, with a sharksmouth, nose and eyes, as being the most colourful. A photo of this machine illustrates a very stained and weathered aircraft by 1945. Note that two of the gun muzzles protrude through the eye decals (I wish I'd noticed before wetting them). There is a spot on the decals to guide location. The *Stinky* name is not confirmed on the starboard nose and is described as optional - I put it on anyway. Care is needed with the wing walkway decals, they have minimal backing film and will go out of shape if not carefully handled. The decals are of superb quality and settle like limpets with no adverse reaction to decal setting fluids.

### Conclusion

This is a typical workmanlike, value-for-money Italeri offering, supplying an excellent, up-to-date representation of the Second World War's least-known and best medium bomber at the very start of its long and extraordinarily varied career. I have plans for at least one more of these six-gun Invaders, as The 6th Chadwick, a colourful Korean War A-26B off the Albatross *Naughty Invaders* Sheet. Get some in!

SAMI





# Douglas A-20G Havoc

**MPM**

**1/72**

BY BRIAN DERBYSHIRE

The A-20, never as famous as it deserved to be, was nevertheless a classic – and this kit does it full justice. I can find no fault in either outline accuracy or surface detail, though the trailing edges could be thinned somewhat on the insides. The fabric effect is outstanding.

Unlike previous MPM releases, this is fully injected. The transparencies are brittle, and the main mouldings soft, so care is needed in removing parts from the runners. Furthermore, there are some serious fit problems – please read this review carefully before starting construction.

Instructions are multi-stage exploded views, clear except as noted below. Excellent colour illustrations of the three finish options are included.

## Construction

Points are called out in order of their appearance in the instructions sequence:

- Step 1. The superb cockpit interior lacks only seat belts and levers, but is too wide. Apart from the corner to be trimmed on A21, as per the instructions:
- File down the side panels, A20/A21, to sit flush in their recesses.
- Reduce parts A14/15 to 14.5mm. maximum width at floor level, so the fuselage halves close comfortably.
- Make sure the nose gear well D21 ends up central with respect to the fuselage halves.
- Optional: add throttle and pitch levers to A20.

It's a shame that the instrument panel is pretty much invisible in the completed model!

Step 2. Leave the turret until later; just add extra support for now. It only needs ammo belting and a reflector sight.

Step 3. I suggest assembling each nose half to its corresponding fuselage half first. (Line them up exactly – a gun cover spans the joint). This makes life easier. I followed the instructions' sequence, and each fix laid traps for the next step. Check the canopy fit when assembling the fuselage halves – some thin packing is required in the upper nose joint. Do not be tempted to glaze the landing-light sized hole under the rear fuselage as it's the flare chute.

Steps 4/5. The wing and tailplane location tabs appear on the upper surfaces only. They are dihedralled on top but not underneath. So, before assembling the upper and lower surfaces, sand the undersides of the tabs to ensure they fit their slots. The wing upper surfaces are a good fit to the fuselage, but underneath the fillet is too deep. Mark it up from the assembled wing, and reduce the depth before final assembly. If the wing halves are assembled with care, the dihedral should take care of itself: but I am always suspicious that a deep slab-sided fuselage might flex, so I added a



## TECHNICAL DATA

|                                 |                       |
|---------------------------------|-----------------------|
| Scale: 1/72                     | Kit No: 72539         |
| Price: £17.50                   | Decal Options: 3      |
| Panel Lines: Recessed           | Status: New Tooling   |
| Type: Injection Moulded Plastic |                       |
| Parts: Plastic 109, Clear 9     |                       |
| Manufacturer: MPM               | UK Importer: Hannants |
| US Importer: Squadron           |                       |

wingspar to make sure.

Open up the intake faces of C10 and C13 before assembly to the wing.

Steps 6/7. The nacelles are well detailed and rigid once assembled, but the instructions are vague. Note that the bulkheads fit to the forward sides of the endmost ribs. I also had to trim the upper nacelle edges to achieve a snug fit to the wing.

Steps 8/9. MPM have let themselves down over their instructions for the engine cowlings. Both early and late exhaust installations are included, but are wrongly shown. Steps 8 & 9 call for gill sections C14/C15, but parts C5/C6 are actually drawn. Mid-production A-20s up to the G-30 had the top 8 engine cylinder exhausts piped to clusters of outlets just under the wing leading edge, while the 6 lower ones were spaced around the bottom of the engine and exhausted via bulges in the cooling gills (two outboard, four inboard.) The engine cowl itself was smooth. This arrangement is well depicted by parts C4/16 and C5/6, and is even better if the gill outlets are opened up. This is the fit used by A-20G-25 Green Hornet.

G-35s (officially G-40s) and onward had similar arrangements for the upper 5 cylinders, but exhausted the rest by the shortest route through the cowlings; the lower gills were plain. For A-20G-45 Pam, therefore, we need parts C4/16, C14/15, and 18 parts 19 – and there are no positional clues except the (fortunately accurate) box art. Continue the pattern of outlets round the engine to match the



cylinders. The B-25 had the same engine and lower exhaust arrangement, and is much better documented.

Step 10. 10 grammes nose weight is not enough. I would suggest you use 16 at least, or preferably 20.

Steps 11/12. The undercarriage is supported by a nice representation of the original space frame, which alas has snags. The holes for D11 are further apart than the pins on one wing (sacrifice the forward one) and the oil cooler needs a massive groove in it or the entire frame is forced outboard. Part D9 is crucial, but is too long and has no locations:

- drill through both D11 & D12 for the U/C pivot pins
- assemble the uplocks D10 to the U/C legs D14/D15: note the 'wing' end is about 0.030" too short
- assemble the side frames D11/D12 to the wings, and include the legs/uplocks. Align the wing ends of the uplocks over the flat location: they won't reach, so insert packing and cement. Get this right, or the U/C will not be upright.
- Finally insert diagonal D9, adjusting to length.

This gives a stiff, true structure without all the trouble I caused myself by adding D9 too soon. Nevertheless, it's very delicate – take care.

Step 13. The nose gear is similarly delicate – leave it until after painting etc.

Step 14. Nacelles first, then engines. Get some thin card under the top nacelle-to-trailing edge joint; it needs a little filler, which needs backing. Insert a long plug of expanded hard foam into each wheel well at this stage, to protect the gear legs from accidents while painting etc.

Step 15. All undercarriage doors had offset hinges, and when open the inside faces of the doors match the edges of the wells. I had to chamfer the main door

upper edges to get a neat fit. Leave the outer main doors and wheels until after painting.

16. The four guns in the nose cap have no support at all. Add a backing plate into E3, at least. The main transparencies are excellent but my port side windows were a bit warped: I shaved the fuselage to match.

The access hatch would look fine open, but the decking behind the cockpit is very bare and I hadn't the time to scratch-build the liferaft which often lived there.

## Colour Options

Decals are excellent and include two 5th AF and one RAAF machines, for which, alas, I can find no reference.

The Green Hornet's bomb should be rather darker than the yellow used, and the three personal items of this option are all a touch oversize. The Matchbox sheet is spot on for size, but of inferior quality. Kay was ??479, so don't use the name. Pam appears to have had the red heart background, and a lighter coloured port engine nacelle (probably primer, and temporary.) She also carried the 312th's 18" high white band across the base of the fin and rudder, neither shown nor supplied. Neither are the wing walkways or minor stencilling, which is rather surprising these days, but it's a good sheet nonetheless and a doddle to apply.

My wing walks came from a sheet of 1/32" rub-down go-faster stripes intended for 1970's slot racers!

## Conclusion

Not such an easy build as the Hasegawa/Revell B-20s – but when complete it's very nearly in the same league. Brilliant!

SAMI





# Douglas A-20 G/J Havoc

**REVELL** 1/48

BY PAUL JANICKI

I believe this kit is around ten or so years old, but on examining the olive coloured parts (originally a light grey when issued by AMT) the age does not show. Originally, the AMT issue had the two different nose versions as separate kits. Here, Revell have combined these versions into one kit offering both the G and J models and appropriate colour schemes. The only other change the kit needed, and my only major complaint, lies with the main wheels. You still get those awful tractor tyres with raised diamond treads that would look good on a snow plough! On the plus side again, only the tiniest amount of flash was found and all the fine surface detail is still well defined, as are the crystal clear transparencies. All this bodes well for a nice easy build.

## Construction.

The familiar Revell instructions are spread over ten pages but having built this kit before, as the A-20G solid nose variant some years ago, I decided to build the model this time round by making up the major sub-assemblies and painting them appropriately, thus speeding up the process. No major issues were encountered throughout the build and no filler was used, with very



### TECHNICAL DATA

|                                 |                         |
|---------------------------------|-------------------------|
| Scale: 1/48                     | Kit No: 04598           |
| Price: £16.99                   | Decal Options: 2        |
| Panel Lines: Recessed           | Status: Revised Tooling |
| Type: Injection Moulded Plastic |                         |
| Parts: Plastic 107, Clear 12    |                         |
| Manufacturer: Revell            |                         |
| US Importer: Revell-Monogram    |                         |

minor exceptions. The wing-to-fuselage joins were a super fit, but I did have to do a little extra work around the nose with Mr Surfer to ensure a good blend. As is normal practice, all smaller breakable parts such as antenna and transparencies were added after all major painting and decalling was completed. Also, I left the bomb rack out and the forward area of the open space was used to stuff lead strips into for nose ballast before finally closing it up with the doors.

## Colour Options.

Both options are in Olive Drab and Neutral Grey finishes with additional



dark green blotches on the upper surfaces around wing and tail extremities that was normal for this type.

The decals cater for A-20G 43-9909/6Q-A Butch of the 410th BG, 647th BS at Gosfield, Essex, June 1944 with invasion stripes and the Group marking of black/white segmented rear edge to the rudder. The second option is an RAF Boston IV (A-20J) 43-9136/BZ433 but no squadron codes or any other individual markings are included. For this review, I opted in favour of this scheme as it is one of the more 'unsung' ones rarely covered (not a lot on it in the Warpaint publication No.32). But I did find an image of one (page 26) with the ferry belly tank still attached following a delivery, so decided to make use of the part supplied in the kit, thus depicting a Boston newly despatched to the front!

The decals are of good quality. I felt

the blue was a little on the bright side but all performed well with the usual decal solutions.

## Conclusion

I completed the kit in the space of a week of evenings and two weekends. (Amazingly, no DIYing around the house at this time of year leaving me free to pursue more quality time in the shed). The end result can be seen here. I'm pleased with it and enjoyed reacquainting myself with the Boston. On the whole it is a pretty easy kit to build and won't test your patience too much. The quality for an oldish kit is up there among those current producers from the Far East, so credit is due to Revell (and Italeri) for bringing this unsung hero back to the shelves and at such good value. Excellent - now what about the Tigercats!

SAMI

# Manshu Ki-79b

**RS MODELS** 1/72

BY CLIVE DUCKWORTH

The Ki-79b was an advanced trainer and was used widely across Japanese territories, subsequently equipping the Red Army of China after the end of WW2. One unhappy use was that of encouraging boys flying schools around Tokyo to become interested in using these aircraft for *Kamikaze* missions.

## Construction

This kit is a reissue, has recessed panel lines, and decals/schemes for 3 options. You start with cutting out the rear cockpit opening, then getting down to the etched brass detail for the cockpits and working on from there. You can either bend and fashion various brass parts for the seats or just use the plastic parts provided. Similarly you can use the plastic instrument panels with a transparent sheet for the detail, or the etched brass panels and paint them up.



### TECHNICAL DATA

|                                       |                       |
|---------------------------------------|-----------------------|
| Scale: 1/72                           | Kit No: 92037         |
| Price: £14.50                         | Decal Options: 3      |
| Panel Lines: Recessed                 | Status: Reissue       |
| Type: Injection Moulded plastic       |                       |
| Parts: Plastic 40, Clear 2, Etched 35 |                       |
| Manufacturer: RS Models               | UK Importer: Hannants |

I opted to try and use all the brass there was and see how it turned out. There is good coverage of the instrument boxes, seats, joystick, rudder pedals and flap levers, but the shoulder harness seat belt straps are way over scale. I included them anyway as I wanted to fully represent what exactly you get in the kit.

The plastic parts are mostly butt jointed with no locating pins, but all were easily fitted with no filling, sanding or scraping needed. The wings have a one-piece complete under section and the two top wing sections neatly butt up to the fuselage. The cockpit sections fitted well into the



fuselage, but fitting the engine square proved a little tricky as it is inserted as the fuselage is closed up.

You really don't have many more parts to fit but the 4-part wheel assemblies get you focussed for a while.

## Colour Options

You get 3 options; one of 68th *Shimbui-tai* (Kamikaze) unit 1945, (the one I chose to represent), an unknown trainer unit, Mukden, China 1945, and thirdly one used by the Red Army of China, 1946. Other than the 1st option the others have a mottled green grey and green/ochre camouflage pattern respectively. Interior cockpit colours are given for Humbrol and Agama paints, but external colours are only described as Japanese Army grey, green, black, orange etc, with colour profiles of the

port sides and top plan views, plus a cutaway of the underside wing for the decal placement. I used Humbrol 196, 76 and 82, all brush painted. Decals are few, but excellent, settling well with no problem.

## Conclusion

I am very pleased with the finished kit and it looks right. The interior is reasonably visible in the open cockpits yet you don't really notice the oversize harnesses. The brass set is generally very good and that presumably is a significant part of the fairly high price for the kit. I would recommend it, particularly for those with good eyesight and nimble fingers, but even for the rest of us it'll make up into a neat Japanese trainer aircraft.

SAMI



# Huff-Daland/Keystone B-4A

**CHOROSZY 1/72**

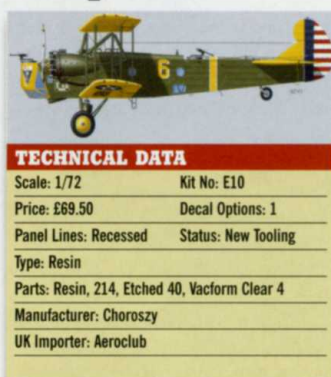
BY DAVE HOOPER

This kit represents the last of the Keystone biplane bombers whose lineage can be traced back to the mid twenties. The B-4A went into production in 1931 and some examples were still in use in the early 1940s. The kit itself arrived in a large box containing literally hundreds of small resin pieces. Trying to sort all these individually moulded parts out was a little like beginning a large jigsaw and looking for the edges. The resin parts themselves were extremely well moulded and completely free of air holes. To complement the resin a small fret of etched brass was also included adding a little extra scope to an already very comprehensive kit. I have not been particularly kind to Choroszy in the past concerning the quality of instructions, but I am happy to report that the paperwork supplied with this product is very impressive, especially in showing the complex strut arrangement supporting the engine gondolas. The instructions also include a nice set of scale plans as well as basic colour references.

## Construction

I began with the cockpit, nose gunner and fuselage gunner positions. These areas are well detailed and I was particularly impressed with the fuselage sidewalls. A fair amount of filler was required to level off the fuselage floor but otherwise the two halves fitted together with precision. Each of the lower wings is provided in two sections. There is only a very small bonding area between the outer and central wing pieces and some additional pinning is therefore essential to reinforce this area. I used brass rod for this purpose. The same exercise needed to be carried out on the upper wings.

By far the most challenging area of the kit is putting together the engine gondola support struts. Luckily, as already mentioned, the instructions



## TECHNICAL DATA

|                                               |                     |
|-----------------------------------------------|---------------------|
| Scale: 1/72                                   | Kit No: E10         |
| Price: £69.50                                 | Decal Options: 1    |
| Panel Lines: Recessed                         | Status: New Tooling |
| Type: Resin                                   |                     |
| Parts: Resin, 214, Etched 40, Vacform Clear 4 |                     |
| Manufacturer: Choroszy                        |                     |
| UK Importer: Aeroclub                         |                     |

devote two whole pages to this area of the model but even with the exceptionally good reference material at hand it still took a while to get my head around the system and position of the multitude of struts and supports. I replaced many of the struts with brass Strutz. For the main wing support struts that run through the engine gondola I deviated from the instructions by fitting these in one piece through holes drilled

to the engine gondola struts and then adding the cabane and interplane struts afterwards. I was a little worried about how the thin undercarriage would cope with the weight of such a large model but luckily the apprehension was



in the gondola as I felt this would provide better strength than the two pieces of strut provided with the kit. After a few nights' work the engine supports were completed and I was ready to fit the upper wing into place. This I did by first fitting the upper wing

unfounded, although I did replace the V-shaped supports with brass rod.

Unusually the engines were put together at a late stage in the build. This was mainly to avoid possible handling damage to the long exhausts that snake across the wing section. The engines are

complex little kits in their own right and took a few evenings to complete with the exhaust arrangement being particularly hard on the eyesight. I was, however, very pleased with the result of my labours (although a little blurry eyed at the time).

Of the finishing touches, the cockpit windscreen proved to be a slight problem in that the centre part of both the etched brass frame and the printed clear acetate sheet was upside-down. This was easily fixed by cutting the windscreen into three sections and reassembling them the correct way around.

## Colour options

One colour option is provided, which typically for Choroszy is unidentified within the kit. The scull and crossbones badge on the nose of the aircraft leads me to suspect that this option may have been from 31st Bomb Squadron but I cannot be certain of this. The B-4A is primarily painted in Olive Drab and Yellow. Using colour chips as a guide I mixed the Olive Drab myself, while Tamiya yellow, once dry, was a reasonable match for Yellow No.4. The decals were very well printed and very easy to use.

## Conclusion

This is one of the most ambitious resin projects I've attempted for quite a few years and I was pleased with how it turned out. For the size of the model it was a relatively uneventful build which is a tribute to the skill of Choroszy model and mould makers. It doesn't take Albert Einstein to work out that this is not the kind of kit you would choose as your first biplane or resin project but in all honesty the kind of modeller who's going to spend £70 on a model is not going to be wet behind the ears. For any keen collector of US Army interwar subjects this kit is an absolute must, and an outstanding example of the Keystone/Huff-Daland series of light bombers.

SAMI





# F-104J Starfighter

**PLATZ** **1/144**  
BY KEITH WARDELL

I have always looked upon 1/144 as an acquired taste as far as model aircraft are concerned. I have built some of the larger types represented but few of the smaller, therefore this little pair of Starfighters offered something out of the normal for me.

Considering the overall size of the F-104J and the small scale, the mouldings are crisp and the engineering of the parts has been well thought out - indeed the parts actually clip together requiring the minimum amount of liquid poly for anchoring. Perspex parts are clear and separately bagged and the decal sheet



## TECHNICAL DATA

Scale: 1/144 Kit No: PF12  
Price: £6.00 Decal Options: 4  
Type: Injection Moulded Plastic  
Manufacturer: Platz  
Sample Supplied by HobbyLink Japan

is very good, with a choice of four finishes for the two models. Instructional graphics are clear although knowledge of written Japanese would add to the overall enjoyment.

## Construction

Very simple would be my description for making these models. The location of the undercarriage was just a little tricky due to its size but that was a minor point. I carried out a dry run with most parts and assembly was achieved in just a few minutes with pleasing results. I then disassembled the bits to paint the cockpit area, undercarriage wells etc. No weight is required to keep the model from tail sitting.

Considering the overall size of these two Starfighters they even have a pilot shape to place in the cockpit representation; you have a choice even at such a small scale. I decided to add the figures just to fill the tiny cockpit area and give the kits a little life.

I particularly liked the tiny detailing on the main undercarriage and when all is in place the sit of the models looks just right. Added to this is a pretty convincing jet pipe as a separate piece. Dimensionally the finished product seems just about right, my only possible complaint is the joint between the clear nose cone and the front fuselage; you just have to observe caution when achieving it. Also, placing the little canopies requires some dexterity

# SAAB 340B plus SAR-200

**BROPLAN** **1/72**  
BY ANDY McCABE

The SAAB 340 is a Swedish built machine designed and built originally in partnership with Fairchild Aircraft, however when Fairchild ceased manufacturing parts for the aircraft the entire production was moved to Sweden.

Originally designated as the SF340, the aircraft first flew on 25 January 1983 but when Fairchild withdrew manufacturing in 1985, after approximately 40 airframes were built, SAAB continued production under the designation 340A.

In 1989 an improved version, the 340B, introduced more powerful engines and wider horizontal stabilizers. In December 2005, the Japanese Coast Guard ordered an additional two 340 Plus aircraft, known as the Saab 340SAR-200, which were specially configured to meet the customer's requirements including modifications for a 360-degree scanning search radar, FLIR, and wide observer windows on both port and starboard sides of the fuselage.

The kit consists of four vacformed sheets of white plastic that contain thirty-seven parts, two injection moulded sprues and five clear parts, one decal sheet and one A4 instruction sheet. Panel lines are recessed and the surface detail is good with nice crisp edges to the vacform parts which makes cutting them from the sheet much easier.

The instruction sheet is printed on two sides of an A4 sheet with plan and side-view drawings for painting and decalling on one side and an exploded assembly view and parts layout on the other.

## Construction

Construction begins by separating the parts from the sheets, then sanding them back to obtain clean mating edges. There is internal detail that consists of a cockpit,



## TECHNICAL DATA

Scale: 1/72 Kit No: MS-116  
Price: £TBC Decal Options: 1  
Panel Lines: Recessed Status: New Tooling  
Type: Vacform  
Parts: Vacform 37, Vacform Clear 2, Plastic 58  
Manufacturer: Broplan  
UK Importer: Aeroclub

floor, seats, control yokes, instrument panel and coaming, side consoles, rear bulkhead, cabin floor and aft bulkhead. There is very little detail on these but as nothing will be seen when the model is finished only the basic details were painted.



Two of the three clear parts are cabin windows, but they were not used as the cabin windows would be filled with Micro Kristal Klear later on.

The vacform canopy was carefully cut from its sheet, and as you only get one, care has to be taken. The detail on this for the cockpit windows was virtually invisible so the windows on the fuselage were used as patterns for the masking tape. There are two rectangular observation windows also provided in vacform plastic that fit into holes that



need to be measured and cut into the fuselage. The dimensions shown on the plans for these, if followed, put them too far forward and will interfere with the doors. The clear parts are not sharply moulded and therefore will not lie flush in the fuselage halves, so I removed them, filled the holes in and incorporated the windows into the decals.

The fuselage is made up from four separate sections which, when glued together, needed virtually no filler at all to hide the seams. The tail, horizontal stabilisers and wings are all made up from two parts each, and the wings and horizontal stabilisers have spars that pass through the fuselage to ensure that the angles are correct, which also makes for a very strong assembly between the wings and horizontal stabilisers.

The engine pods are made up from two parts which slide into position on each wing via slots cut into them, and the positions of these slots is clearly marked so no mistake can be made. This simple but very effective method means that the wings stay solid through its span.

The main undercarriage legs sit in slots in the underside of each wing giving a very positive location. The same applies to the nose undercarriage, though this has its own undercarriage bay.

The propellers are made up from six separate parts each, four blades and two for the spinner, although there was a slight mismatch in these two parts that needed addressing otherwise they would be very evident when painted.

## Colour Options

The model was sprayed with Halfords Acrylic White Plastic Primer then a topcoat of Halfords Acrylic Appliance White, as all the versions of this kit have a gloss white fuselage and tail/wing surfaces.

Two decal options are supplied, both for the Japanese Coast Guard. The aircraft is painted Gloss White overall, apart from the leading edges to the wings and tail surfaces.

The two-tone blue fuselage/tail and engine bands are not on the decal sheet and either need to be masked and painted on or custom-made decals made, as I did.

The kit decals were used for the tail and wing markings. These needed to be trimmed from the decal sheet carefully before applying, but no problems were encountered during their application.

## Conclusion

This is one of the better vacform kits currently on the market. The subject is an unusual one but that is good in my eyes as it stands out from the usual civil/military models in my collection. The overall quality is very good with no problems encountered during construction. Masking the fuselage bands would be problematic and difficult and it would be beneficial if they were on the decal sheet.

When finished it is quite a large model of the SAAB 340B Plus and I am very pleased with the end result. It is a nice model to make and worth the effort needed to cut and sand the parts before assembly.

SAMI



to keep them unblemished but as a plus point, they just clip into place.

There is little more I can say about the construction because of its simplicity. You do however get variations in the type of F-104 you may wish to model for the kits contain a choice of fins on the rear underside of the fuselage, however it appears only one option applies to JASDF F-104Js, certainly those portrayed in the decal sheet.

### Colour Options

The finishes I chose were a natural aluminium, Signal Red and white aircraft of the JASDF 204th Tactical Fighter Squadron, 5th Air Wing and a two-tone grey finish machine of JASDF 207th TFS 7th Air Wing. Both were pretty straightforward and were completed using Humbrol enamel paints. I did not use an



airbrush because of the size of the finished models, so it was again out with the

paintbrushes and magnifier.

The decal sheet is well printed with

markings for four different Starfighters and there is a considerable amount of detail for such a small scale of model and, with some care because of their size, a couple of pleasing little models can be produced.

### Conclusion

I liked this double kit, the finished items have a degree of simplicity that would attract future modellers and the fun of a couple of little vignettes of the F-104J that would appeal to any model maker regardless of their skill – they are a tray on the lap, watching the television type of kit that produce a pleasing finish in a relatively short time. Would I make more, yes! I would like to make representations from other European air forces, particularly the Luftwaffe, to compare with other 1/144th F and TF-104's on the market.

SAMI

## K-8E Karakorum

**TRUMPETER 1/72**  
BY PHIL ADAMS

Trumpeter's new kit features two sprues of finely engraved grey parts, a separately packed clear sprue and a nice sheet of crisp decals for two variants – the Chinese Prototype and a Pakistani trainer. The plans are well printed and include a full colour print of the decal and colour schemes – a welcome addition to any box. I started to do some research and I found pictures of the Egyptian K-8E – the K-8 having been exported to a fair few countries. As my main area of modelling comprises Aerobatic Display Teams, I discovered that the Egyptians fly the K-8E in their national Team called the Silver Stars – my decision was made.

Pictures of the Silver Stars are still not common and can easily be confused with the Egyptian Licence-manufactured demonstration aircraft which appeared at a fair few airshows especially in the Middle East. In the end, enough pictures were found to start building. I discovered that although the kit decals of the Pakistani demonstrator and Egyptian Team



markings are similar, they are not the same, so I would either have to mask and paint a fairly complex scheme, or use some other decals. Thankfully I have large stocks of coloured decal film and got on with the build.

### Construction

The cockpit is well detailed with moulded side panels, instrument panels and seats. There are no instrument decals so the details were picked out with a fine brush after an overall coating of sea grey. The

**Chinese J1-K8 Karakorum**  
1:72 SCALE

**TECHNICAL DATA**

|                                    |                     |
|------------------------------------|---------------------|
| Scale: 1/72                        | Kit No: 01636       |
| Price: £7.99                       | Decal Options: 3    |
| Panel Lines: Recessed              | Status: New Tooling |
| Type: Injection Moulded plastic    |                     |
| Parts: Plastic 52, Clear 2         |                     |
| Manufacturer: Trumpeter            |                     |
| UK Importer: Pocketbond            |                     |
| US Importer: Stevens International |                     |

three-piece seats were painted and fitted, which in hindsight should have been left until later, as they will fit once the fuselage has been completed, preventing possible damage and easier masking of the cockpit opening when it comes time to paint. The cockpit also includes control columns and coamings for the instrument panels. The completed cockpit tub was then fitted into the fuselage halves which were assembled together along with the nosewheel bay and tailpipe. There are no references to putting nose weight in to prevent the model from tail sitting, but in hindsight perhaps there should have been.

The wings were assembled from a single lower and two upper sections. As the wing is fitted from underneath as a single piece, a small section of sprue was inserted to 'spread' the fuselage halves to make a tight fit between the upper wing roots and fuselage join. Throughout the build I was impressed by the mouldings and parts fit and at no time did I have to resort to using filler, the small gaps being easily filled with cement.

To complete the fuselage before painting, the tailplanes were fitted, which required only slight adjustments to make



them sit horizontally – this perhaps was the only adjusting I had to do to the whole kit to make it appear correct. A number of details were changed at this point to represent the Egyptian variant accurately; the blade ailerons were removed and replaced with different shapes and the pitot tube was replaced with a piece of guitar string – far stronger than the plastic kit item once it had been glued into a pre-drilled hole in the nose.

Now that the aircraft was fairly well complete, I masked off the cockpit area carefully and airbrushed Humbrol white paint onto the whole model. I had to source a suitable smoke tank for the underside. Many pictures show the aircraft with wing tanks and some with smoke pods on the wing pylons. I dug through my spares box and found an old gun pod from a Henschel Hs 129 (I think – it was green) – I'm not too clued up on older stuff. It was reprofiled and represented the real smoke tank very well when it was glued on.

### Colour Options

Now came interesting part – the colouring-in. I carefully made paper templates to make patterns for the decals. This is when I discovered that the airframe is not exactly symmetrical, but only by very small amounts. Patterns were cut out of the decal sheet and were applied using large amounts of decal softener, my decal sheets being incredibly thick and inflexible, although they settled down nicely enough. The only areas not to have decal applied were the red areas on the top of the fin

and the nose. These were airbrushed on. Once these were dry the anti-glare panel was masked-off and painted grey.

Once again having perused the video it was discovered that later incarnations of the team had Egyptian roundels on the wings and the Egyptian flag on the tail. As my spares box is devoid of modern Egyptian markings I was forced to make these myself using my Printer and decal film.

The canopy was fitted using PVA Glue and the frame brush-painted after being masked carefully. The final task was to airbrush Future/Klear over the whole model to seal the decals, and thankfully there was no overspray inside the canopy to mar its appearance.

### Conclusion

The final result is an eye-catching model representing another type and nation to add to my collection. I can highly recommend this kit – it fits together beautifully once the sprue gates have been cleaned off, the instructions are easy to read and it's very nicely detailed – indeed the clear mouldings for the canopy have to be some of the finest I have ever seen in a kit of this type. The only criticisms are minor – the paint references are basic using only Gunze Sangyo reference numbers and it's not 100% accurate but then again for this price it's worth it. As this aircraft is in service with a few armed forces, I can confidently predict that it will represent some other Air Display Teams in the future.

SAMI



Tools, paints and adhesives are vital parts of the scale modeller's armoury. *Scale Aviation Modeller International* will test and review any such products that manufacturers care to send us for consideration.

## Snap it Up

**A2Zee**

**N**ow and then I come across a product that gets me on the phone telling all my modelling friends to go out and get it. Gator's Grip is the latest product that got me going.

I have always had a problem using super glues to attach brass parts, normally managing to attach the brass in the wrong place, to my workbench, or on a really bad day to myself with various degrees of permanence.

Gator's Grip may just be the answer. The glue is water-based so is applied with a paint brush and any excess can be easily removed with a damp piece of cloth or a wet brush. Unlike normal types it does not grab instantly so you have some manoeuvre time before it sticks as firmly as conventional super glue.

I have now experimented on a number of different brass parts. First I assembled an Eduard pre-painted instrument panel, and the glue worked flawlessly, with the small excess amount that oozed out easily removed with a damp brush without damaging the painted finish.

Next up was set of grills, which always cause me problems as the super glue gets between the detail – not if you are using Gator's Grip. I just applied a small amount with a toothpick and then carefully manoeuvred the part into place on the kit. Perfect result first time.

Now I had a brainwave – would it stick clear parts? Yes it does, with no risk of fogging, and at the same time it also worked as well as my normal PVA



to produce a seamless join.

Now for the really handy bit. An online review mentioned that the glue could be removed from carpet if spilt. Curious, I spilt a small amount on a small bit of spare carpet, left it for a minute, and then attempted to remove it with a bit of soap and warm water. Once again a perfect result with no staining on the carpet. I know many modellers work in their kitchens and front rooms so I can just imagine how useful that may be.

Though not a problem for most British modellers the manufacturer does warn you not to let the product get close to freezing as it is water based.

So far I have found no downside to this product and it has defied my every

attempt at mucking up the application process. Though I do not think I would use Gator's Grip for major weight bearing joins on a 1/32 resin kit, it will certainly replace my superglue for all detail work from now on.

But do not take my word for it. Get in touch with A2Zee models online at [www.a2zeemodels.co.uk](http://www.a2zeemodels.co.uk) or phone 01506 416444 where you can purchase a bottle or two for £4.25 + P+P.

By the way, I know the photograph accompanying this article shows a tank, but I did not have an aircraft that needed grills attaching. I will now go and hit myself until I loose the urge to model targets.

SAMI

## Tape Value

**JAMMYDOG**

**A** new range of masking materials available in a wide selection of sizes has just been launched by Jammydog. This range supplies tapes in three different types:

- 1. Paper – a multi-purpose tape that can form and hold tight radius curves without lifting at the edges. This is available in thicknesses from 0.5mm up to 10mm with prices ranging from

£1.10 to £2.50

- 2. Polypropylene – a film tape which is lot thinner than paper, available from 0.5mm to 3mm, priced at £1.15 to £1.30
- 3. Low Tack Blue Tape – this has less adhesive, which will reduce residue making it especially suitable for the longer contact times involved with intricate masking and the masking of clear components where any residue left after removal would be a problem. This mask is available from 1mm to 3mm, priced between £1.25 and £1.45.



### Conclusion

If you visit Jammydog's website at [www.jammydog.com](http://www.jammydog.com) you will see examples of how these masks can be used including an amazing Star Trek model. I have tested sections of the samples we received and they work just as well as my preferred big name brand, however there is a big price difference as my normal brand

costs 22p per metre for its 10mm tape whereas Jammydog 10mm paper tape costs 9p, which constitutes a big monetary saving if you build as many 1/32 models as I do.

You can order the tapes from their website or eBay store.

SAMI



# Get Enlightenment

## LITTLE CARS

**W**ith more and more intricate parts available for model kits the necessity to be able to see them clearly up close and brightly is greater than ever before. Enter this excellent modellers' magnifying lamp as stocked by Little-Cars. This sturdy piece of kit has a bright lamp surrounding a powerful magnifying glass with an additional 'high-spot' for bringing even smaller items up close. The 'goose neck' design allows it to be moved to any angle and allows a totally 'hands-free' operation.

The low-heat bulbs ensure your acrylic paint won't dry too quickly while you are working underneath it, and best of all is the retail price which is a totally astonishing £16.00. Totally recommended!

These lamps are available from Little-Cars via the website at [www.little-cars.co.uk](http://www.little-cars.co.uk) or if you are attending a model show soon then the chances are they will be there, as they seem to get around. Check out their full



range live and online, as there are few better choices of tools and modelling materials specifically designed for hands-on modellers.

SAMI



# Robo-Modeller

## MODELLERS ASSISTANT

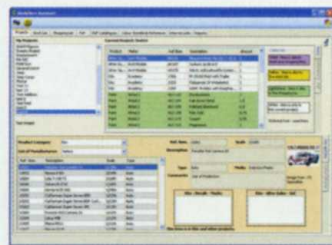
Modellers Assistant - PC Database

For Windows XP or Vista

As more and more modellers use both the computer and internet to source material, kits and accessories - and keep track of their own projects, it seems only natural that some enterprising company will produce a suitable computer program to help. Enter 'Modellers Assistant,' which is a superb interactive database that not only stores all relevant information but allows ease of access and direct web links to your favourite sources.

Modellers Assistant is a Windows based application that front ends a database of kits, aftersales parts, masks, decals, tools, paints, and materials - from various manufacturers. The database is also cross-referenced so for any given kit you can see what aftersales parts, decals, and masks are relevant where applicable and with paints, the database also shows you equivalent colours from other manufacturers. So, armed with this information you are more informed as to what extras are available for a kit. The data is also historic (i.e. contains out of production items) so you can make better selections when purchasing through second-hand resellers and auction sites, or to search out a particular kit or aftersales parts to add to your collection. Paints can also be added to a project so the modeller can keep a record of what they need for a particular build.

Projects can be linked together to form a bigger unit, and should you want to create a diorama of several models then the whole venture can be broken down into several smaller tasks to make the whole undertaking easier to manage. A stock list also allows the modeller to keep a track of what items they have and a shopping list is provided allowing the modeller to keep a record of what they want to purchase either for a project or to restock.



Finally a database of real world colour standards is included and this provides a reference to colour standards used by various military forces around the world such as the FS and BS standards. The information in the real world colour standards are cross referenced to model paint manufacturers.

A demo version is available at [www.modellersassistant.co.uk](http://www.modellersassistant.co.uk) where you can also view more information, screen shots, data statistics and faqs.

SAMI

# Big on Detail

## DREMEL

**M**odellers may well be clamouring to get their hands on the new multi-purpose Dremel Big on Detail Set, currently available free with

any purchase of a Dremel Stylus Multi-tool. Perfect for detailed projects, Big on Detail Set will be the first thing you reach for when working with materials where maximum precision is needed.

SAMI



# Picture This

## TAMIYA

Portable Photo Studio

Tamiya Item 74079

Price: 85 euros

This new Portable Photo Studio is not only perfect for taking pictures of your completed models, but also a great environment for taking pictures of items under construction. Hard-pressed Features Editors, wearying of poorly lit images of models sitting on chintzy tablecloths or foul yellowing carpet, will bless and reward you for your diligence.

No longer will the reflection of your camera flash rebound from the shiny Paisley Formica on which you have elected to photograph your finished kit, and should the acquisition of this fine item spell an end to cheesy wrinkled sheets and polished wood veneer as a setting for your masterpiece then rest assured we will all be grateful. Light blue and white backdrops, made of fine cloth material, are included to ensure the best match for your photo subject. Furthermore, overhead and side light diffusers are also included. Separately



available clip lamps can be securely attached to the durable frame to provide custom lighting conditions. The size and design ensure no hard lines will appear bisecting your model in an unseemly fashion. Buy one, everyone

buy one, now.

This item is available from HobbyLink Japan at a knock down rate, so if you want to get involved, get one, and get shooting!

SAMI





# Rotor Motivator

## ROTORCRAFT

This new range is a real multinational effort. The masters are produced in South Africa by Colin Burgess, the resin is cast by CMR from the Czech Republic and is being sold by A2Zee Models of Scotland. This new range will cover conversions and detail sets for 1/72 helicopters and if choppers are your thing you are in for a treat.

### 1/72

#### RC7201 Kaman HUK-2-1/UH-2A Seasprite

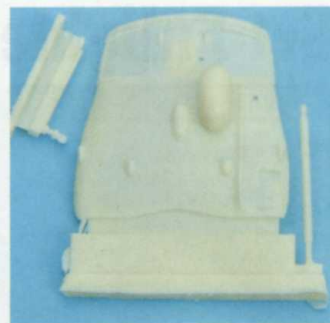
This conversion enables you to produce the single-engine version of the Sea Sprite using the Airfix SH-2F as a base. The resin supplies a complete engine housing, new tail cone, two fuel tanks and a length of plastic rod to produce the prominent hoist extension seen on the starboard side of the aircraft.

#### RC7208 Puma Composite Rotor Blades

This set supplies a set of large cord composite rotor blades as fitted to the Puma from the late 80s. Some modelling skills will be required to get a strong joint between the kit's hub and the scale thickness rotor blades.

#### RC7210 Bell UH-1C/L Rescue Hoist Kit

This set is a little more complicated than the name suggests by providing not only the hoist arm and its internal support structure but a complete forward roof section, which includes the hoist mechanism housing. The instructions are very clear about the modifications required to the Italeri kit and once assembled you will have a model that is noticeably different from one built out of the box.

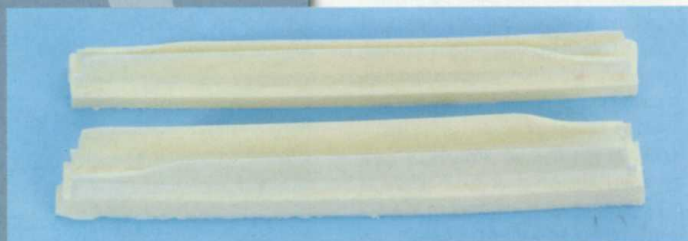


RC7210 Bell UH-1C/L Rescue Hoist Kit

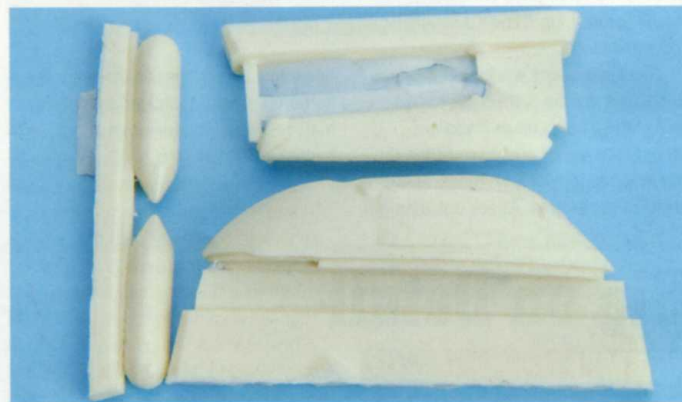
### Conclusion

If small scale choppers tempt you, you should visit the A2Zee website at [www.a2zeemodels.com](http://www.a2zeemodels.com) regularly to keep an eye on this manufacturer's new products.

SAMI



RC7208 Puma Composite Rotor Blades



RC7201 Kaman HUK-2-1/UH-2A Seasprite

# More Gannet Classics

## FAA MODELS

The Classic Airframes model of the Gannet was a big hit in 2007 and for those who still have an unbuilt example FAA Models have produced a few more extras.

### 1/48

#### FAAM 48002 Fairey Gannet Internal Weapons Set

Designed for: Classic Airframes

Price: £8.50

This set provides weapons for the previously released bomb bay set. Moulded in cream resin we have two Mk 30 Torpedoes, two parachute packs, Sonar Buoy packs and four door-mounted flare holders.



FAAM 48003 Fairey Gannet 100 Gallon Wing Tanks

The instructions are superb including colour reference photos and construction shots combined with detailed text covering assembly and painting.

#### FAAM 48003 Fairey Gannet 100 Gallon Wing Tanks

Designed for: Classic Airframes

Price: £3.50

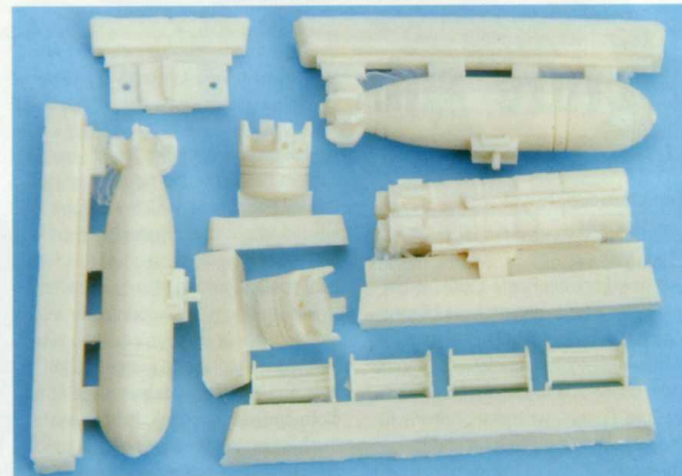
This set supplies two fuel tanks and their associated pylons and will require only minimal clean-up before use.

### Conclusion

The only problem with these sets is finding a Gannet to put them on. The casting by CMR of the Czech Republic is first rate and if any new manufacturer wants to see how to produce instructions, buy the weapons set for a perfect example.

These items can be purchased direct from [www.a2zeemodels.com](http://www.a2zeemodels.com)

SAMI



FAAM 48002 Fairey Gannet Internal Weapons Set



# Special Blades Service

## S.B.S. MODELS

This new manufacturer from Hungary has sent us samples of their first products – replacement spinners and blades for the He 111 and He 219 in 1/48. Thinly cast in green resin the blades include detail of the pitch adjustment mechanism. No backplate is provided so you will have to adapt the kits parts and set your own pitch angles.

## 1/48

**SBS48001 He 219 Propeller set**

Designed for: Tamiya

Price: 6.50 Euro

**SBS48002 He 111 VS-11 Propeller set**

Designed for: Revell/Monogram

Price: 6.50 Euro

## Conclusion

At present SBS do not have any distributors so if you are interested in either of these sets you need to contact them via Email at [contact@sbsmodel.com](mailto:contact@sbsmodel.com)



SBS48001 He-219 Propeller set



SBS48002 He-111 VS-11 Propeller set

or via surface mail at 1155 Budapest, Toth Istvan Street 60, Hungary.

SAMI

# LERX Works

## ALLEY CAT

A simple conversion to update the Hasegawa Harrier kit in either scale to the latest standard. Originally the Harrier was fitted with a 65% leading edge root extension, but on the latest variants this has been enlarged to 100%. These sets supply a one-piece resin replacement for the kit parts which are apparently tricky to put together without using some modelling skills and filler.

The instructions use photos and text to guide you through the assembly



AC72002C Harrier 100% LERX for Hasegawa

process, which mainly involves removing the casting plug at the rear of the parts.

The casting is to a very high standard and matches the recessed detail of the kit parts perfectly

## 1/72

**AC72002C Harrier 100% LERX for Hasegawa**

## 1/48

**AC48002C Harrier 100% LERX for Hasegawa/Revell**

As listed above for 1/72.

## Conclusion

This is a simple one-piece update, which will allow you easily to model current RAF Harriers as featured on the Model Alliance sheet reviewed in the decal section of this issue.

Items can be purchased from the website at [www.a2zeemodells.com](http://www.a2zeemodells.com)

SAMI

# Great Guns

## CMK

Two recent releases get the CMK treatment this month. First off we have two sets to add detail to their sister company Special Hobby's gorgeous P-39 Airacobra in 1/32. Firstly is an undercarriage bay set which is far more detailed than the kit's example but it is the second set that really floats the boat as it supplies parts to open up the nose revealing the massive centreline cannon and its associated ammunition feeds. Moving down to the smaller scales Eduard's La-7 and Hasegawa's Ju 88 get replacement cockpits which as well as CMK's perfectly cast resin also include pre-coloured etched brass courtesy of Eduard. The Ju 88 also has an exterior set that provides replacement resin control surfaces as well as an open lifeboat bay.

## 1/72

**Ju 88A-4 exterior set**

Product No: 7145

Price: TBC

Designed for: Hasegawa

**Ju 88A-4 interior set**

Product No: 7146

Price: TBC

Designed for: Hasegawa

## 1/48

**Lavockin La-7 interior set**

Product No: 4195

Price: TBC

Designed for: Gavia/Eduard

## 1/32

**P-39 Airacobra undercarriage set**

Product No: 5030

Price: TBC

Designed for: Special Hobby



Ju88 A-4 exterior set

**P-39 Airacobra armament set**

Product No: 5031

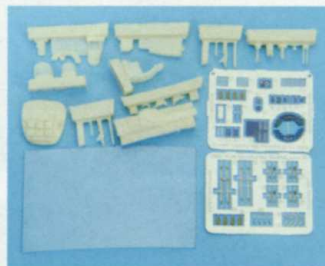
Price: TBC

Designed for: Special Hobby

## Conclusion

Some very nice new releases but the star of the show is definitely that P-39 cannon bay. Look for a full build using this set in a future issue.

SAMI

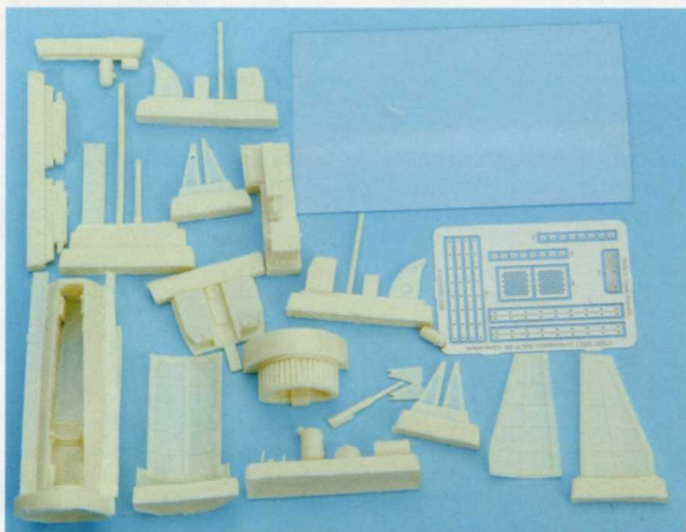


Ju88 A-4 interior set

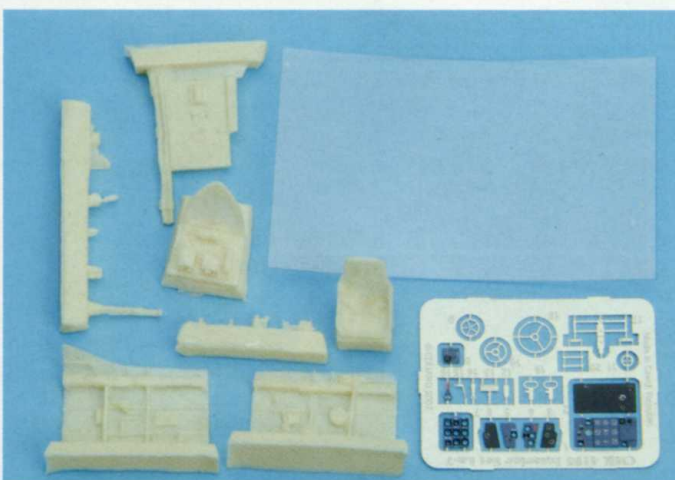


P-39 Airacobra undercarriage set

CMK's full catalogue is available in the UK from Hannants.



P-39 Airacobra armament set



Lavockin La-7 interior set



# Wimpy Bar

**EDUARD**

Who is getting the treatment this month? Looking through the samples provided, two items in particular stand out – the bomb bay for the Trumpeter 1/72 Wellington, which includes a big A5 fret of impressive looking frameworks, and those for the 1/48 Revell F-105, which really gets the treatment. The Wellington also gets landing flaps, and a colour interior. Not a weekend project when you put them all together – but what a finished result!

**1/72**

**B-24D Liberator Canopy and Wheel Masks**  
Product No: CX210 Price: £5.65  
Designed for: Hasegawa kit

**Lancaster Mk I/Mk III Canopy and Wheel Masks**  
Product No: CX211 Price: £5.65  
Designed for: Revell kit

**B-17E/F Flying Fortress Interior (Zoom)**  
Product No: SS295 (Self-Ad/Pre-Paint) Price: £4.99  
Designed for: Academy kit

**Wellington Mk I Interior (Zoom)**  
Product No: SS301 (Self-Ad/Pre-Paint) Price: £4.99  
Designed for: Trumpeter kit

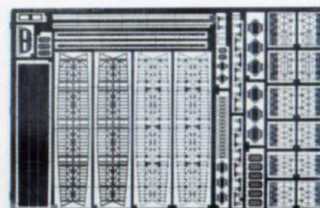
**Wellington Mk I Bomb Bay**  
Product No: 72473 Price: £17.99  
Designed for: Trumpeter kit

**Wellington Mk I Landing Flaps**  
Product No: 72474 Price: £15.40  
Designed for: Trumpeter kit

**1/48**

**CH-47C/HC-1 Chinook Canopy & Wheel Masks**  
Product No: EX248 Price: £4.99  
Designed for: Italeri kit

**F-105G Thunderchief Interior (Zoom)**  
Product No: FE387 (Self-Ad/Pre-Paint) Price: £5.65  
Designed for: Revell kit



Wellington Mk I Bomb Bay

**Fi-156C-3 Storch Interior (Zoom)**  
Product No: FE404 (Self-Ad/Pre-Paint) Price: £5.65  
Designed for: Tamiya kit

**F/A-18A Hornet Interior (Zoom)**  
Product No: FE406 (Self-Ad/Pre-Paint) Price: £5.65  
Designed for: HobbyBoss kit

**A6M5c Zero Landing Flaps**  
Product No: 48580 Price: £12.85  
Designed for: Hasegawa kit

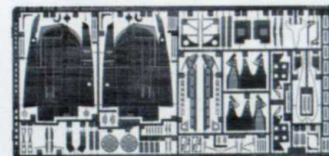
**F-105G Thunderchief Exterior**  
Product No: 48576 Price: £17.99  
Designed for: Revell kit

**F6F Hellcat Undercarriage**  
Product No: 48585 Price: £12.85  
Designed for: Eduard kit

**F/A-18A Hornet Weapons**  
Product No: 48586 Price: £5.65  
Designed for: HobbyBoss kit

**F6F Hellcat Gun Bay**  
Product No: 48588 Price: £15.40  
Designed for: Eduard kit

**F-105G Thunderchief Interior**  
Product No: 49387 (Self-Ad/Pre-Paint) Price: £15.40  
Designed for: Revell kit



F6F Hellcat Undercarriage

**Fi 156C-3 Storch Interior**  
Product No: 49404 (Self-Ad/Pre-Paint) Price: £13.85  
Designed for: Tamiya kit

**F/A-18A Hornet Details**  
Product No: 49406 (Self-Ad/Pre-Paint) Price: £17.99  
Designed for: HobbyBoss kit

**F-105G Thunderchief Seat**  
Product No: 49407 (Pre-Paint) Price: £12.85  
Designed for: Revell kit

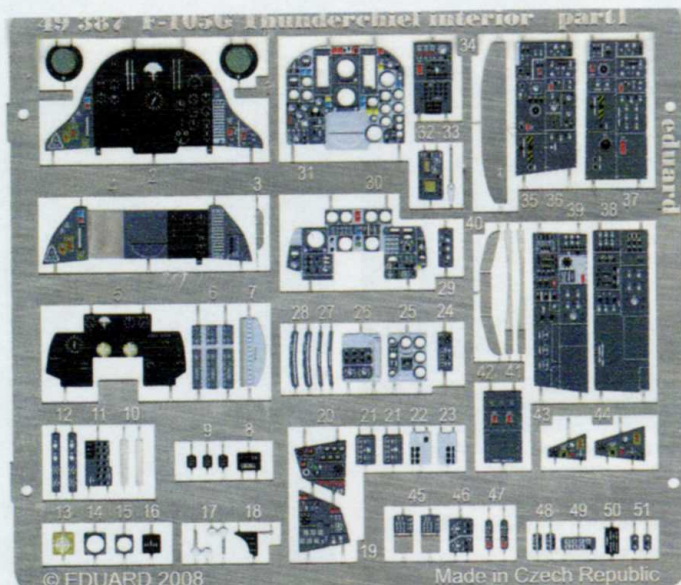
**F6F Hellcat Details**  
Product No: 49411 (Pre-Paint) Price: £15.40  
Designed for: Eduard kit

**1/32**

**P-47D-25 Thunderbolt**  
Product No: JX075 Price: £4.99  
Designed for: Trumpeter kit

Eduard, as ever, have come up with a collection of ingenious and useful frets to add a very high level of detail to a number of recent releases and reissues. Readers are reminded that a large number of older sets, applicable to kits that have been superseded by new and better toolings, are now in the process of being deleted. This rationalisation of the catalogue means there are some great bargains to be had, as remaining stocks are offered at sale prices, both via Hannants at [www.hannants.co.uk](http://www.hannants.co.uk) and at Eduard's own site – [www.eduard.cz](http://www.eduard.cz)

SAMI



F-105G Thunderchief Interior

## Finnish Bombs

**GALDECAL**

The latest release from Galdecad is a set of various sizes of resin bombs for use with their Bristol Blenheim Mk 1 conversion R72.02. This set supplies four of the following bombs, Psi.12.5 12.5KG, Psi.25 25Kg, Pmi.50 50KG and finally Pmi.100 100Kg.



A small instruction sheet gives you a guide to the correct colours for each size of bomb.

**1/72**

**Tolvnan Bomb Set**  
Part No R72-05 Price £7.50

### Conclusion

Yet again if Finnish aircraft is your thing Galdecad have provided an accessory that you will just have to purchase. Galdecad products can be purchased direct from the manufacturer via surface mail at 22 Gowanhill Gardens, Stirling, FK8 1SG or via Email at [george@galdecad.supanet.com](mailto:george@galdecad.supanet.com).

SAMI

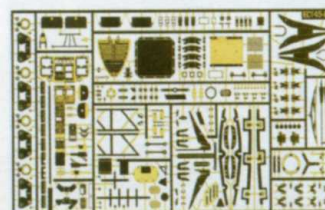
## Cars to Copters

**RENAISSANCE**

The latest from R-Flight is an etched brass detail set for the Revell Eurocopter EC-145 supplied on two large frets.

**1/32**

**RF32008 Eurocopter EC-145 Etched Brass**  
This set includes no less than 193 parts to add detail to nearly every area you can imagine and according to my schoolboy French there is another set that includes resin details.



The instructions are supplied on seven A4 pages, and include a page illustrating the Fret layout, one page in French explaining what the parts are and five pages of colour photographs which illustrate the positioning of the brass parts on an unpainted model.

### Conclusion

The Revell Eurocopter is a really nice kit and there have been a number of boxings including attractive markings. This detail set takes the basic kit to the next level and I suspect that the resin parts in set 32007 will add even more detail. And if the kit markings do not take your fancy have a look in the decal section for another option from R-Flight.

R-Flight products can be ordered from their website at [www.renaissance-models.com](http://www.renaissance-models.com), alternatively in the UK Little Cars are stocking items from this range.

SAMI



Aftermarket decal sheets are another of those crucial aspects of the hobby that excite such attention. Reviews of decal sheets received not only provide information on available products, but can act as a useful reference point in its own right.

Scale Aviation Modeller international recognises the importance to the modeller of all aftermarket products, and our commitment to featuring new releases of decals, kits and accessories is absolute.

All items received for review will be treated with serious and professional consideration.

# Busy Bees

## LIMA NOVEMBER

Lima November has established a reputation for producing some really attractive schemes from the airlines of Norway. This month we have three releases, the first of which in 1/144 is for the wonderfully named Busy Bee airlines with their attractive yellow and black scheme with - of course - a Bee on the tail.

Moving up to 1/72 we have a new limited-edition range. These sheets are printed with an overall carrier film but in every other way they are printed to the same high standard as the normal range.

### 1/144

**LN 144-509 Busy Bee B737-2R4C**

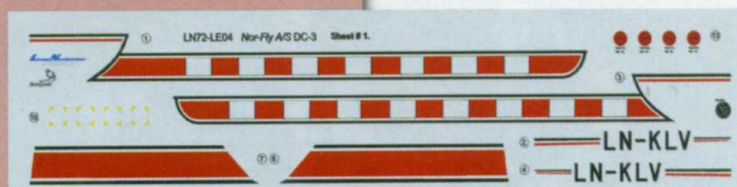
- 1. B737-2R4C LN-NPB

### 1/72

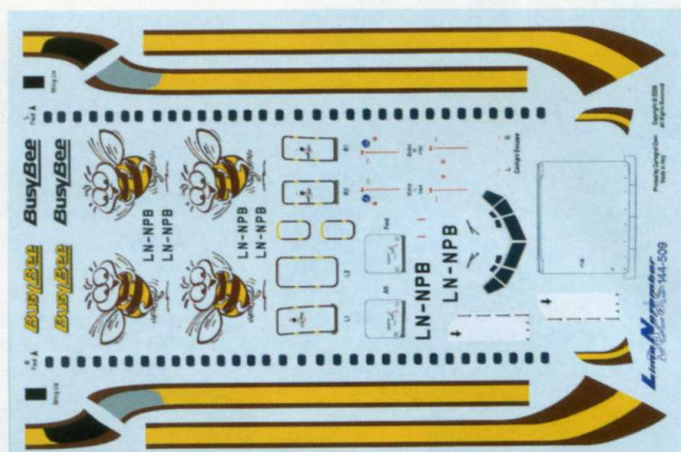
**LN72-LE04 Nor-Flys DC-3**

- 1. DC-3 Dakota LN72-LE04

These decals are designed for the Airfix/Italeri kit; they will not fit the Esci DC-3 series.



LN72-LE04 Nor-Flys DC-3



LN 144-509 Busy Bee B737-2R4C

**LN72-LE05 Lockheed L-12A Wideroe's Flyveselskap OG Polarfly**

- 1. Lockheed L-12A LN-BDF
- 2. Lockheed L-12A LN-BFS

### Conclusion

A real nice touch on the Lockheed L-12 sheet is that two sets of decals are supplied for the cheat line and windows, which is because the fuselage on the Special Hobby kit is inaccurate and if you modify it as suggested on the instructions you will need the second modified cheat line. 10 out of 10 for attention to detail.

Lima November decals are stocked by Hannants, Aviation Megastore and Airliner World in Europe and AHS for those living in North America. They are also available

direct from the supplier for €12 Euro/ £8.00/ \$16.00 including postage from Lima November Decals C/O Ruben Husberg, SNØDEVEGEN 4A, 4056 Tananger, Norway E-Mail [ruben.husberg@online.no](mailto:ruben.husberg@online.no). Payment can be made by paypal, cash or bank transfer.

SAMI



LN72-LE05 Lockheed L-12A Wideroe's Flyveselskap OG Polarfly

# SEAC Signs

## KITS AT WAR

Kits at War latest sheet concentrates on the B-24 Liberator in RAF service in 1/72, and this includes a multitude of different camouflage schemes and some options with attractive nose art and even a sharkmouth. Also on the



sheet are two Mosquitoes, both with SEA roundels. In 1/48 you get three of the Liberators from the smaller sheet and only one Mosquito but you also have a captured Fieseler Storch in an attractive overall PRU blue finish.

### 1/72

**DDK7218 Liberators and Mosquitoes**

- 1. Liberator GR.VI. KG991, C, 321 Royal Netherlands Navy Cocos Island 1944
- 2. Liberator GR.VI. EV834, Z, 354 Sqn. SEAC India 1944
- 3. B-24M. A72-183 NX-R, RAAF, 200 Flight McGuire AFB Philippines 1945
- 4. Liberator B.VI. KH393, K, 358 Sqn. SEAC Jessore India 1944
- 5. Liberator B.VI. KH160, W, 358 Sqn. SEAC Jessore India 1944
- 6. Mosquito FB.VI. HR623, CK, 618 Sqn. RAF Australia 1945
- 7. Mosquito FB.VI. HR399, OB-R, 45 Sqn. SEAC April 1945
- 8. Liberator B.VI. KL629, X, 99 Sqn. SEAC India 1945
- 9. Liberator B.VI. KL574, BL-V, 40

Sqn. RAF Foggia Italiae 1945

- 10. Liberator GR.V. BZ759, LP, 111 OUT Nassau Bahamas 1943

### 1/48

**DDK48021 Liberators, Mosquitoes and Storch**

This sheet has the following options from the 1/72 sheet listed above.

- 1. Option 4, Option 5, Option 3, Option 7 plus a Fieseler Storch Fi-156C, captured by the RAF North Africa 1943.

### Conclusion

A very nice selection of schemes which in 1/72 will be perfect for the new Hasegawa B-24 family, now we just need them to make a new-tool Liberator in 1/48. Until then we will have to make do with the venerable Monogram kit.

These sheets are available from Hannants, Aeroclub and the Aviation Hobby Shop in the UK.

SAMI



# Angels Nigh

## CAM DECAL

It has been a while since we reviewed any new products from Cam Decal but the new Trumpeter F-100 has spurred them into releasing six new sheets for Air National Guard Huns in SEA schemes. Each sheet supplies all the individual markings for one aircraft including the national insignia.

Also new is one of those ever popular sheets for the aircraft of the US Navy's Blue Angels display team. This sheet supplies marking for any of the six single seat F-18A and the sole two-seat F-18B flown by the team in 2006. The decals supply all the individual aircraft markings including the pilot's name for under the cockpit as well as the yellow arrow for under the fuselage and the yellow spine.



CAMP3215 F-100D Super Sabre

This sheet is available in 1/72 and 1/48 as well as the 1/32 example reviewed here.

## 1/32

### CAMP3213 F-100D Super Sabre

- 1. 63-082 122nd TFS Louisiana ANG

### CAMP3214 F-100D Super Sabre

- 1. 62-942 112th TFS Ohio ANG

### CAMP3215 F-100D Super Sabre

- 1. 63-093 128th TFS Georgiou ANG.  
Ex. Thunderbird Team No One

### CAMP3216 F-100D Super Sabre

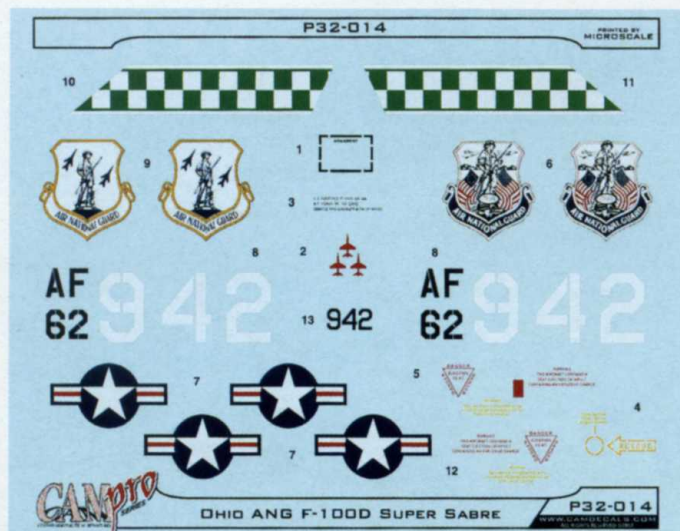
- 1. 56-979 113th TFS Indiana ANG

### CAMP3217 F-100D Super Sabre

- 1. 0-53669 Texas ANG



CAMP3219 F/A-18 A/B Hornets of the Blue Angels



CAMP3214 F-100D Super Sabre

### CAMP3218 F-100D Super Sabre

- 1. 0-52816 Colorado ANG

### CAMP3219 F/A-18 A/B Hornets of the Blue Angels

- 1. Full markings for aircraft 1 to 7 with names etc for 2006 team

### Conclusion

Although the Blue Angel sheet leaves me cold I know plenty of my friends in the Aerobatic SIG who will consider building all seven aircraft though maybe not in 1/32!

The Hun sheet is much more my thing and by including markings for just one aircraft on each sheet this has kept the price down to a very reasonable £4.99. The big downside is that most USAF aircraft are covered in stencilling and these sheets supply only the largest and most obvious, I hope that they are considering producing a separate stencil set to use in conjunction with these sheets.

In the UK Cam Decals are stocked by Hannants.

SAMI

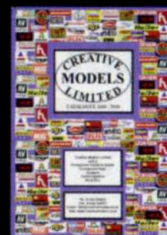
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| HBB80269 | F/A-18D      |
| HBB80270 | F-15C        |
| HBB80271 | F-15CJ       |
| HBB80330 | FM-2 Wildcat |
| HBB87220 | Mi-24        |
| HBB87221 | Mi-8         |



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## Afghan Mix

## MODEL ALLIANCE

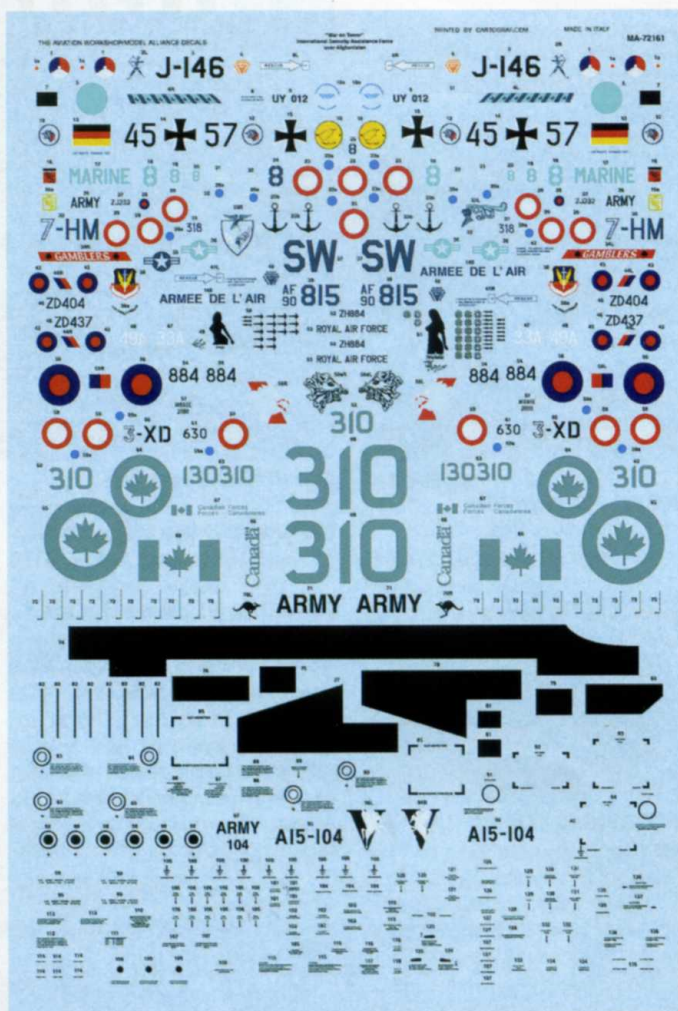
Once again Model Alliance has issued a decal sheet that will produce a wide selection of different aircraft types carrying a wide selection of camouflage schemes.

It is also bang up-to-date covering 10 different aircraft types from eight nations operating over Afghanistan between 2003 and 2007.

**1/72**

MA-72161 Airwars Afghanistan 2003-07 Pt 1

- 1. Westland WAH-64D Apache AH.1, ZJ232 of 664 Squadron, 9 Regiment, Army Air Corp Operation Herrick and based at Camp Bastion Air Base, Helmand Province, Afghanistan during 2007
- 2. Boeing Vertol CH-47D Chinook, A15-104, C Squadron, 5th Aviation Regiment, Australian Army Aviation Corp, based at Khandahar, Afghanistan, 2007. (5th Aviation Regiment is normally based at Townsville, Queensland).
- 3. Lockheed CC-130H Hercules, 130310 of 8 Wing during Operation Athena, seen at Bagram Air Base, Afghanistan, 2007. 8 Wing is home based at CFB Trenton
- 4. Panavia Tornado IDS, 45+57 of *Aufklarungsgeschwader 51* Immelmann German Air Force, Deployed to Marar-e-Sharif, Afghanistan, May 2007
- 5. BAe Harrier GR.7A, ZD404 33A, Lucy of 1 Squadron based at RAF Cottesmore but detached to HARDET, based at Kandahar,



## Afghanistan 2007

- 6. Lockheed Martin C-130J Hercules, C.5. ZH884, of RAF

Lynham Transport Wing, based at Kandahar, Afghanistan during late 2007

- 7. Dassault Rafale B, 7-Hi of EC 1/7 'Provence,' *Armee de l'Air*, Normally based at St. Dizier, but forward deployed to Dushanbe, Tajikistan, 2007
- 8. Dassault Mirage 2000D, 3-XD of EC3/3 Ardennes, *Armee de l'Air*, Normally based at Nancy Ochey but forward deployed to Dushanbe, Tajikistan, 2007
- 9. Dassault Super Etendard Modernise, 8, of *Flotille 11F, Aeronavale*, aboard *Charles de Gaulle*, April 2007
- 10. General Dynamics F-16CJ Black 50B, 90-0815 of 77th FS *Gamblers*, 20 FW, 9th AF, based at Kabul AB, Afghanistan 2007

## 1/48

MA-48161

Exactly the same as listed above for  $1/72$ .

## Conclusion

This sheet is in Model Alliance's normal style, perfectly printed by Cartograf, with an informative instruction sheet that clearly illustrates the colour schemes using five different manufacturer's paint ranges. If you want a mini theme that will show a wide range of modern aircraft this may just be the sheet for you.

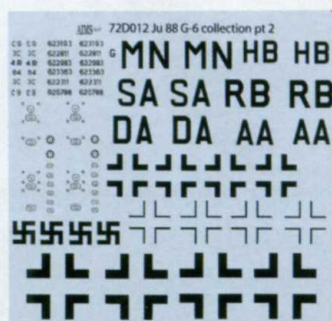
Sheets can be purchased from [www.theaviationworkshop.co.uk](http://www.theaviationworkshop.co.uk) and are also available from both branches of Hannants.

SAMI \_\_\_\_\_

# Dornier Doings

**AIMS**

The latest releases from AIMS include some very attractive late war Ju 88G-6 fighters, a correction decal for the recent RS Models Do 17, and a set for the Mistel combination of an unmanned Ju 88 with a Bf 109F mounted on struts above the fuselage. The decals supply a lot of information on each airframe and include clear colour placement drawings.



AIMS72D012 Junkers Ju 88G-6 collection pt 2

**1/72**

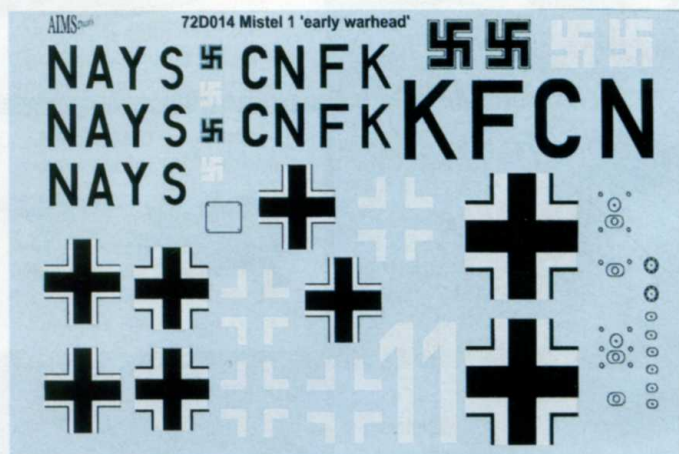
AIMS72D012 Junkers Ju 88G-6 collection pt 2

1. Ju 88G-6 Experimental SN-2 C9+AA
2. Ju 88G-6 FuG 220 Morgenstern + DA
3. Ju 88G-6 FuG 218 Neptune 4R+RB
4. Ju 88G-6 Fug 240 Berlin 3C+MN
5. Ju 88G-6 Fug 240 Berlin C9+HB

AIMS72D013 Dornier Do 17P-1 correction sheet

AIMS 72D014 Mistel 1 'early warhead'

- 1. Mistel 1 'early warhead' CN+FK with Bf 109F-4 NA+YS of 2./KG 101 at St. Dizier, France, June 1944



AIMS 72D014 Mistel 1 'early warhead'

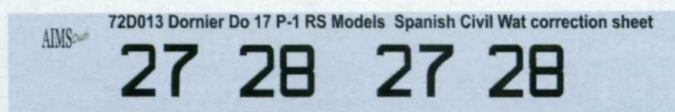
## Conclusion

If small scale Luftwaffe aircraft is your thing you should check out these decals, and the correction set for the RS

Models in particular is an essential purchase for anyone building the Spanish civil war aircraft. But it was the Ju 88 fighter set that really caught my eye due to the wide selection of finishes and different aerial arrangements.

This sheet is available from Hannants and we thank AIMS for supplying the sample for review.

SAMI



AIMS72D013 Dornier Do 17 P-1 correction sheet



# Anglian Spooks

**XTRADECAL**

The latest sheets from Hannants Xtradecal range covers some Navy favourites just in time for two brand-new kits, and USAF Phantoms that were a familiar sight in Lowestoft and the surrounding areas from the 1960s until the 80s.

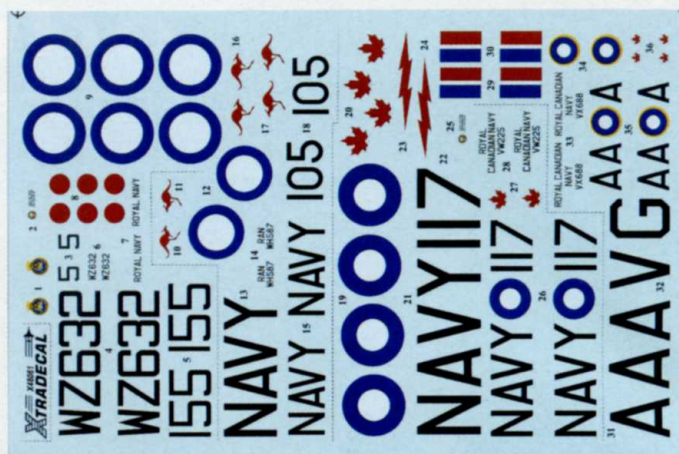
First the Navy stuff. In 1/72 is a sheet for the Xtrakit Sea Vixen, which should be hitting the shelves as you read this. No less than 19 different aircraft can be modelled including both FAW.1 and FAW.2 variants. Moving up a scale to 1/48 we have a sheet that can be used on the new Trumpeter Sea Fury, and this time we have four options, two from Canada, one from Australia and one FAA example.

Also in 1/48 are the Phantom sheets, and both include markings for RF-4C and F-4Ds. The first covers the '60s and the '70s and includes examples in the rarely covered Gull Grey over White scheme used when the type first entered Air Force service. The second sheet deals with the '70s to '80s and includes one of the most attractive schemes applied to the RF Phantom in the shape of a Euro One camouflaged example with a very smart black anti-glare panel that sweeps down across the nose.

**1/72**

**X72-077 Sea Vixen FAW.1, FAW.2**

- 1. Sea Vixen FAW.1, XJ576/488/VL of 899 NAS, RNAS Yeovilton in 1961
- 2. Sea Vixen FAW.2, XP923/702/E of 899 NAS, *HMS Hermes* in September 1964
- 3. Sea Vixen FAW.2, XJ580/131/E of 899 NAS, *HMS Eagle* in 1971-2
- 4. Sea Vixen FAW.2, XJ576/127/E of 899 NAS, *HMS Eagle* in June 1970
- 5. Sea Vixen FAW.2, XJ572/BL of Royal Naval Air Yard (RNAY) Belfast, in 1973
- 6. Sea Vixen FAW.2, XN694/305/VL of 892 NAS, 'Simon's Circus' Display Team, RNAS Yeovilton in 1968
- 7. Sea Vixen FAW.1, XJ572/462/N of 893 NAS, *HMS Victorious* in 1963-4
- 8. Sea Vixen FAW.2, XJ576/244/N of 893 NAS, *HMS Victorious* in 1966
- 9. Sea Vixen FAW.2, XN684/243/R of 893 NAS, *HMS Ark Royal*, in June 1968
- 10. Sea Vixen FAW.1, XN653/241/R of 899 NAS, *HMS Victorious*, in early 1962
- 11. Sea Vixen FAW.1, XN647/718/VL of 766 NAS, RNAS Yeovilton, circa 1965
- 12. Sea Vixen FAW.2, XP923/706/VL of 766 NAS, RNAS Yeovilton in 1968
- 13. Sea Vixen FAW.1, XN653/241/R



X48-061 Sea Fury FB.11

- 14. Sea Vixen FAW.2, XJ609/702/VL of 890 NAS, RNAS Yeovilton in 1971
- 15. Sea Vixen FAW.2, xn653/313/h OF 892 NAS, HMS Hermes in March 1967

## X48-063 USAF F-4D and RF-4C Phantoms in England Pt 2

- 1. McDonnell F-4D, 66-261, 78 TFS, 81 TFW, RAF Bentwaters/Woodbridge, 1977, carried TJ codes and the 48 TFW badges on transfer to 401 TFW Torrejón Spain
- 2. McDonnell F-4D, 64-856, 91 TFS, 81 TFW, RAF Woodbridge, circa 1971
- 3. McDonnell F-4D, 65-696, 78 TFS, 81 TFW, RAF Woodbridge 1973
- 4. McDonnell F-4D, 65-659, 48 TFW, RAF Lakenheath 1975
- 5. McDonnell F-4D, 66-502, 48 TFW, RAF Lakenheath 1975
- 6. McDonnell RF-4C, 68-564, 1 TRS, 10 TRW, RAF Alconbury 1982
- 7. McDonnell RF-4C, 64-1TRS, 10 TRW, RAF Alconbury, August 1971
- 8. McDonnell RF-4C, 64-007, 30TRS, 10 TRW, RAF Alconbury, pre-1971; later carried AR codes with this scheme
- 9. McDonnell RF-4C, 65-381, 1 TRS, 10 TRW, RAF Alconbury, July 1985

## Conclusion

The Sea Vixen and Sea Fury are two of my absolute favourite types. These sheets provide an interesting selection of colour schemes, and it is very nice that they have been released before the kit as normally I am waiting months for alternative decals for my latest purchase.

Xtradecals are produced by Hannants and are available direct from them at [www.hannants.co.uk](http://www.hannants.co.uk)

**SAME**

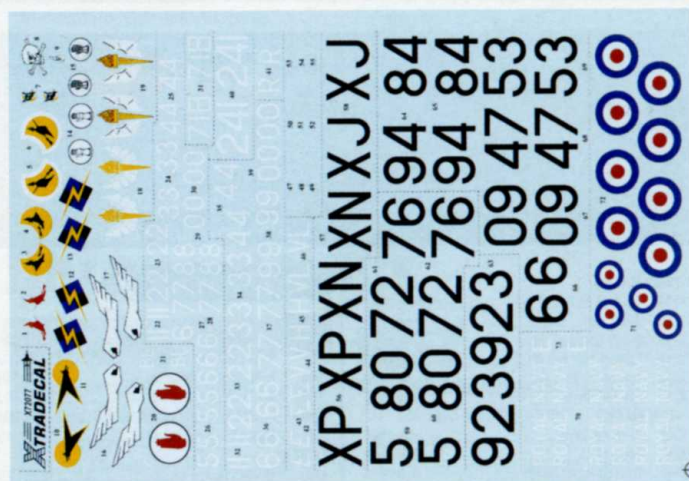
1/48

## X48-061 Sea Fury FB.11

- 1. Sea Fury FB.11, WZ632 of 804 NAS, FAA, circa 1953-54
- 2. Sea Fury FB.11, WH587 of 805 NAS. RAN, Nowra, NSW, circa late 1950s
- 3. Sea Fury FB.11, VW225 of 870 Sqn. RCN, Dartmouth 1953
- 4. Sea Fury FB.11, VX688 of 883 Sqn. RCN. Dartmouth 1950

### X48-062 USAF F-4D and RF-4C Phantoms in England Pt 1

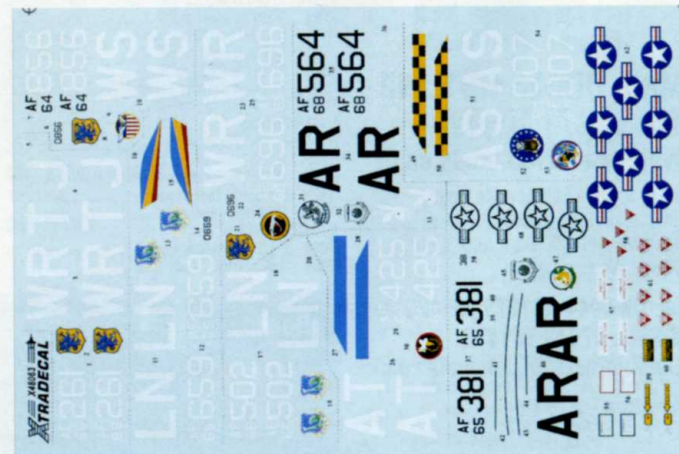
- 1. McDonnell F-4D, 64-0864, 81 TFW, RAF Woodbridge 1966
- 2. McDonnell RF-4C, 64-1077, 10 TRW, RAF Alconbury 1967
- 3. McDonnell F-4D, 55-553, 78 TFS, 81 TFW, RAF Woodbridge 1977
- 4. McDonnell F-4D, 64-911, 92 TFS, 81 TFW, RAF Woodbridge, circa 1970
- 5. McDonnell F-4D, 65-721, 493 TFS, 48 TFW, RAF Lakenheath 1976
- 6. McDonnell F-4D, 65-773, 48 TFW, RAF Lakenheath, pre-August 1972
- 7. Mc Donnell RF-4C, 66-493, 1 TRS, 10 TRW, RAF Alconbury 1970



X72-077 Sea Vixen FAW.1, FAW.2



X48-062 USAFE F-4D and RF-4C Phantoms in England Pt 1



X48-063 USAFE F-4D and RF-4C Phantoms in England Pt 2



# Modellers Profile

## No 11

BAe Harrier II

in association with

**Hobbylink**  
*Japan*



GR.9A ZG478 of the Air Warfare Centre, 41 Sqn. Coltishall, September 2005. Aircraft is Dark Sea Grey over Dark Camouflage Grey. The AWC is covered by Model Alliance on sheets 48102 and 72102, albeit with a green GR.7, ZG501, from 1994

## Stringbag II

The second-generation Harrier in British service

by Jack Trent

**W**hen the UK children's television *Blue Peter* showed us footage of British military personnel leading first-generation Harrier Jump Jets along country lanes it captured the imagination of a generation of aircraft modellers. Many of us were unaware that the concept of V/STOL had been around for a very long time, and had already captured the imaginations of some very talented engineers, as a result of which the first generation of Harrier ground attack aircraft had been in service for some time on both sides of the Atlantic. Ironical, then, that the subsequent chapters in the history of the iconic Jump Jet should owe so much to American design and technology – not to mention financial backing.

The Sea Harrier we kept for our own, have enshrined in legend, and consigned to the scrapheap with indecent haste. The second generation of Harriers remain as products of the ever-growing Boeing brand.

Regardless of history, the fact remains that the development of the Harrier II

began as a joint effort between Hawker Siddeley and McDonnell Douglas until spiralling costs led the British partners to withdraw. US interest was considerable, and the project was continued in the United States. It was only in the late 1970s that British involvement continued with an indigenous version of the aircraft based on the successful American AV-8B, manufactured by BAe Systems.

Although owing a great deal to the original first-generation Hawker Siddeley Harrier GR.1/GR.3 series, the Harrier II employed a fuselage made from composites that allowed a considerable saving in weight, and this, combined with a new larger one-piece wing, allowed a greater payload to be carried, and increased the range and combat effectiveness of the aircraft significantly. The cockpit is fully integrated for day and night operations and is equipped with both head-up and head-down displays, a digital moving map, an Inertial Navigation System, and a Hands-On Throttle and Stick system.

The RAF have employed the GR.7 to great effect in the ground attack role, and latterly as a reconnaissance platform. Withdrawal of the Sea Harrier, and the



A GR.7 armed with AGM-65 Maverick stand-off missiles

integration of the GR.7/GR.9 into the fleet defence role has been a controversial issue, and many suggest that the MOD's reluctance to transfer the effective Blue Vixen radar to the new machines will prove to be a compromise in the long run. Certainly the aircraft's air defence capabilities are not on a par with the SHAR – but on the other hand one could argue that the use of an inappropriate aircraft to perform as many roles as possible is in the finest tradition of British naval aviation, and perhaps we should simply be grateful that the Admiralty has not insisted upon the addition of a rear compartment for a spotter, from which to observe the fall of shot. Certainly their Lordships will be grateful for a machine of

such versatility – not since the Swordfish have they been blessed with an aircraft upon which so many different weapons can be hung.

The British Harrier II programme has seen a number of changes and types in service. The GR.5 was the first, with development beginning in 1976. Two AV-8As were modified in 1979 and operated as development aircraft, while the first BAe GR.5 took to the air in April 1985, entering service two years later. Forty GR.5s were built before anticipation of the GR.7 upgrade programme led to design changes, and the redesignation of



Harrier GR.7A, ZD431, of 800 Sqn preparing for takeoff at the Royal International Air Tattoo, Fairford, in 2006 (© Adrian Pingstone)

### General Characteristics

|                      |                                                                                                   |
|----------------------|---------------------------------------------------------------------------------------------------|
| Length:              | 46 ft 4 in (14.1m)                                                                                |
| Wingspan:            | 30 ft 4 in (9.2m)                                                                                 |
| Height:              | 11 ft 9 in (3.5m)                                                                                 |
| Wing area:           | 230 ft <sup>2</sup>                                                                               |
| Empty weight:        | 12,500 lb (5,700kg)                                                                               |
| Loaded weight:       | 15,703lb (7,123kg)                                                                                |
| Max takeoff weight:  | 18,950lb VTO, 31,000lb STO [2]<br>(8,595kg VTO, 14,061kg STO)                                     |
| Powerplant:          | 1× Rolls-Royce Pegasus Mk 105<br>turbopfan with four thrust vectored<br>exhaust nozzles, 21,750lb |
| Upgraded powerplant: | 1× Rolls-Royce Pegasus Mk 107,<br>23,800lb for GR.7A                                              |
| Maximum speed:       | 662 mph (1,065 km/h)                                                                              |
| Service ceiling:     | 50,000 ft (15,000 m)                                                                              |



twenty-one subsequent aircraft as GR.5As.

The first GR.7 flew in May 1990, and was to become the RAF's standard type for a number of years, seeing active service over former Yugoslavian territory in 1995. Flight deck testing on the Invincible class carriers was initiated in 1994, and the aircraft was deployed operationally on shipboard in 1997, with the aircraft subsequently combining with the Navy's SHARs to form Joint Force Harrier.

GR.7s were deployed again for *Operation Allied Force*, and flew missions over Kosovo, and it was during this campaign that the RAF identified a need for improved stand-off and guided weapons in the aircraft's inventory. Consequently, the AGM-65 Maverick missile, and the Enhanced Paveway were taken on board, further enhancing the aircraft's already impressive capabilities. RAF Harriers employed these to great effect, alongside more traditional iron bombs and cluster munitions in Operation Telic in 2003. Harriers have also been used operationally in Afghanistan in support of ISAF (International Security Assistance Force), operating from



A fully armed GR.7, ZG857, showing the type's versatility. Like a latterday 'Stringbag' the Harrier II can be loaded with a variety of ordnance

Kandahar airfield.

The GR.7A marked the first stage in an upgrade to the Harrier GR.9 standard. The GR.9 is an avionics and weapons upgrade of the standard GR.7, known as the Integrated Weapons Programme, and allows the carriage of the latest smart weapons, including Brimstone, Maverick, Paveway III LGB, and Paveway IV PGB missiles, alongside new inertial navigation and Global Positioning systems. The aircraft will also incorporate a stronger composite rear fuselage. The GR.7A is the GR.7 with an uprated Rolls-Royce Pegasus 107 engine, and when upgraded to GR.9 standard these machines will

become GR.9As.

Naturally there have been two-seat conversions for pilot training. The T.10 is the original variant employed, based on the USMC's TAV-8B. Upgraded T.10s for GR.9 training will be redesignated as T.12s.

With the withdrawal of the Royal Navy's SHARs in 2006, the RAF's Harrier fleet has taken over those roles formally allocated to the dedicated maritime fighter variant. In 2006, the GR.9 also entered service with the Fleet Air Arm when the first former Sea Harrier squadron reformed. The GR.9 is expected to stay in service until at least 2015, when the first F-35s are due.

As to the vexed question of who 'owns' the rights to the Harrier design – some would say the Harrier is first and foremost a British aircraft, while others point out that the Harrier II is a different machine altogether, and owes its existence to US interest in the project – we need only be grateful that to date this potent weapon, with its awesome range of capabilities and operational effectiveness, has remained in the hands of our allies.

SAMI

## Jumping Jack By Mike Williams

### The GR.7 in 1/48

At long last modellers have an up-to-date accurate and detailed 1/48 kit of the current RAF Harrier GR.7, although the merits and negatives of this kit have been flying around internet chat forums and the general cyberspace modelling communities since its very inception. It is of course an updated and retooled revision of Hasegawa's previously released AV-8B incarnation of this ubiquitous and unique ground attack workhorse.

On opening the box you are first greeted with what appears to be too much plastic for one kit. It is rather crammed full of plastic! There are no less than 11 grey and two clear sprues, with four poly caps giving an impressive 157 parts count. The decal sheet with markings for two specially adorned RAF GR.7s is well printed and of excellent clarity and opacity, and all parts are beautifully moulded with fine recessed and raised details where needed.

The canopy has mould lines down both front and rear portions, but these are easily removed with a sharp scalpel blade then polished out with MicroMesh, ending with ultra fine 12000 grit using plenty of water. These parts are then

KIT SUPPLIED BY

*Hobbylink Japan*

dried off and dipped in Klear (Future) two or three times to protect them and also to help restore clarity and give a nice shine. Once dry, the canopy pieces were set aside in an airtight box to keep dust and fingerprints away during construction, not to mention any stray overspray from the painting process.

#### Construction

Construction commences with the cockpit and its associated paraphernalia. A seven-piece seat is supplied, but does not accurately represent the GR.7 Martin Baker Mk 12 unit, it actually being a representation of the SJU-4a fitted to the AV-8B. A common oversight it would seem, as this same error is repeated in Revell's 1/72 GR.7 kit. It is difficult to come by a 1/48 replacement ejection seat in resin with only Amraamline making one. There is an Aeroclub white metal MB Mk 12 however, if this should take your fancy. I simply painted the kit seat up and added straps using lead foil. Other components in the cockpit are a one-piece tub, instrument panel and



control column. All panels have raised details that benefit from careful painting and drybrushing to lift the raised details. I sprayed the whole lot medium grey from Tamiya then picked out the details with Humbrol enamels.

On to the fuselage construction. This is where the kit can bite back as it is tricky due to the (some might say) over-engineered breakdown of parts. The fuselage is supplied in two halves which fit well. There is also a belly portion to fit on the underside between the fuselage halves which (a dry run showed) is much easier to fit from the inside once the fuselage halves are together. The joint of the belly plate is then simply flooded with liquid poly from the inside thus ensuring a neat and seam-free fit from the outside. So far, so good. Next though, comes the part that has been the subject of much debate; the correct sequence to fit the wings, nose section and the intakes. I will start by saying that it is best to undertake

a complete dry fit of all associated parts to familiarise yourself with the sequence that works best for you. I assembled the nose section first, which comprises two fuselage halves that encapsulate the aforementioned cockpit tub to which is added the two-piece nose cone with separate ECM bumps. Into the main fuselage goes the one-piece intake ducting which is moulded integrally with the fan face of the Roll-Royce Pegasus power plant. I sprayed this white, masked the duct off and sprayed the fan face with Alclad Jet Exhaust and then slotted the piece into place. Next I fitted the entire nose section into the intake ducting forming the forward fuselage, leaving off the intakes proper until further in the assembly sequence. The dry run showed that the wing-to-fuselage joint could be tricky to get a neat join underneath, so I fixed the two lower wing components to the fuselage first, ensuring a good joint was made to minimise the need for filling

#### Harrier GR.7

|               |                         |
|---------------|-------------------------|
| Scale: 1/48   | Kit No: PT36            |
| Price: £15.99 | Type: Injection Moulded |





and sanding later.

This worked well in, fortunately, as cleaning up the joint would have proved rather awkward due to the angle of wing to fuselage. The top one-piece wing was attached easily and neatly with minimal clean-up needed along the leading edges. I now hit a stumbling block. A unique feature of the Harrier is the leading edge root extension or LERX. Much depends on the individual airframe that is being modelled as to whether you will need to extend the supplied 65% LERX to a 100% LERX as each airframe seems to differ from the last. I will leave this debate to those who know better than I and suffice to say I fitted the supplied item as per the instructions and found the fit of the LERX was good in so far as it went onto the right area of the model, however it gives a nasty joint line right across the top of the fuselage where none should be visible. It was out with the superglue and activator and then same sanding and rescribing ensued, after which the problem area was fixed. The joint underneath the LERX to the upper fuselage could also be a problem if this is not addressed during the fitting of the part as, again, getting to this area to fill and sand would be nigh impossible.

There is now a rear cockpit deck area to fit between the nose section and the LERX forward face which was to prove

tiresome in its lack of secure location and the filling and sanding that ensued to get a neat joint between the LERX, cockpit decking section and the two air intake cheeks. All worked out well in the end, but time has to be put into this area due to the high visibility of this portion on the finished model.

The rest of the build went swimmingly. The two-piece tail fitted into its recess easily and the tailplanes had their respective scuff plates fitted and were left off until after



painting to facilitate easier weathering of the rear fuselage. The undercarriage was painted white and washed with thinned Tamiya Smoke to give some depth, and the tyres were painted Anthracite from Revell enamels, which is a great colour for scale rubber being a very dark grey that is just-off black. The instrument panel and associated cockpit coaming were added after main construction as this eases things somewhat and they are simply dropped into the cockpit tub at any stage during proceedings. All seams and joints were cleaned up and the various blade

antennae and aerials were fitted, as were the tail ECM fairings and chaff/flare dispensers to the lower rear fuselage. On with a quick coat of primer and this showed up a couple of flaws on the upper LERX area that needed a little more attention with some Mr. Surfacers 500 and the wet n' dry paper.

All under wing stores pylons can be left off until after painting and decaling which is a great help. The sprue gates to these pieces are thoughtfully moulded on the parts that attach to either the wings or the store thus enabling painting to be done without the need for clean up and touch-up of paint to the pylons themselves. Stores consist of an option for lateral strakes or gun pods for the under fuselage section with two large fuel tanks and two AIM-9L Sidewinder air-to-air missiles.

With a lightly armed Harrier looking rather skinny I opted to pinch a pair of GBU-24 Paveway III's from my Revell 1/48 Eurofighter Typhoon kit. I would also need a designator pod in the form of a TIALD (Thermal

Imaging And Laser Designator) to sling underneath the belly of the Harrier in order that the GBU's would know where to go on release. A fellow model maker came to my aid with a spare 1/48 TIALD from an Airfix Tornado GR.4 box which he kindly donated. With the TIALD in my hands I needed a relevant pylon to affix it to, so I snapped off the previously attached lateral strake on the port side and cut it down and sanded it to represent (albeit with some artistic license) a pylon in the place of the lateral strake on the lower fuselage.

#### Colour Options

Painting was an easy affair using Xtracrylix XA1036 Dark Camo Grey for the undersides and Tamiya XF-24 Dark Grey lightened with XF-2 White for the upper surfaces. The tail was to be light blue for the special markings of 20 Sqn. that I was building, so this was mixed to a suitable shade from Tamiya acrylics and sprayed on. A generous couple of coats of Klear readied the model for decals, which were uneventful in so much as they went on with no problems at all, also using Klear as a setting

solution to ensure no silvering occurred. I gave the panel lines a light wash with thinned dark Grey enamel and then added some weathering in the form of exhaust staining to the rear fuselage, building up the effect with Tamiya XF-19 Smoke. When dry a generous amount of Humbrol Matt Cote was applied to take down the sheen of the klear and the glossy finish of the Smoke.

All that was required now was the addition of the clear parts, including the previously cleaned up canopy pieces and the nose lights and lenses, as well as the anti-collision beacons atop and below the fuselage, which were in turn painted clear red. The undercarriage needed some fettling to get all five wheels touching the ground, the oleos on the outriggers needed 1 mm off each and the problem was solved, I also sanded some flat spots to show some weight to the aircraft, especially as it was now loaded with two large laser guided bombs. The stores were added to their respective pylons and these were in turn fitted thus finishing an



enjoyable build of this most famous airshow crowd pleaser.

#### Conclusion

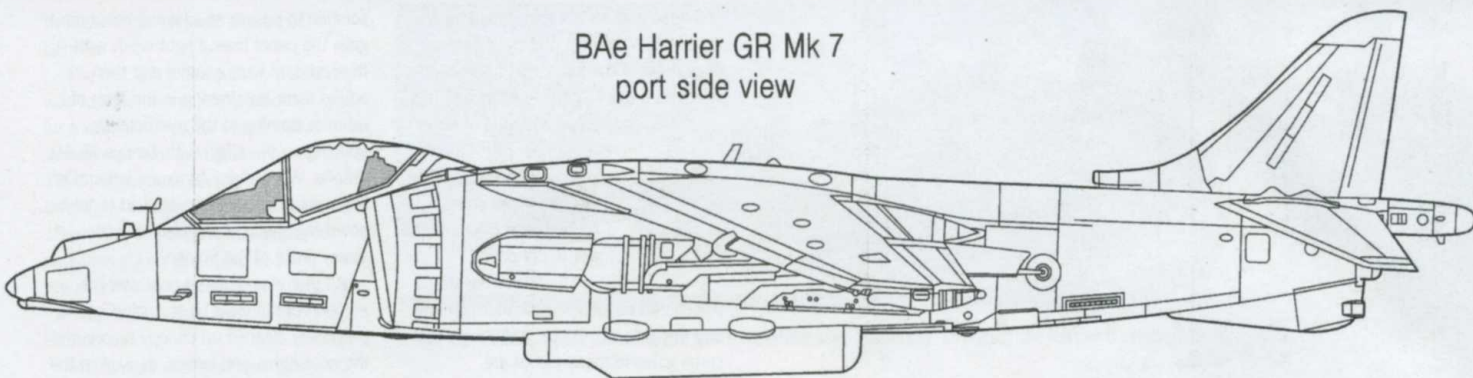
With the exception of the tricky joints I mentioned with that LERX, this builds with relative ease and no need for filler. The detail is superb right 'out-of-the-box' with only the seat needing replacement and some weaponry sourcing for an otherwise fully comprehensive and well manufactured kit.

SAMI

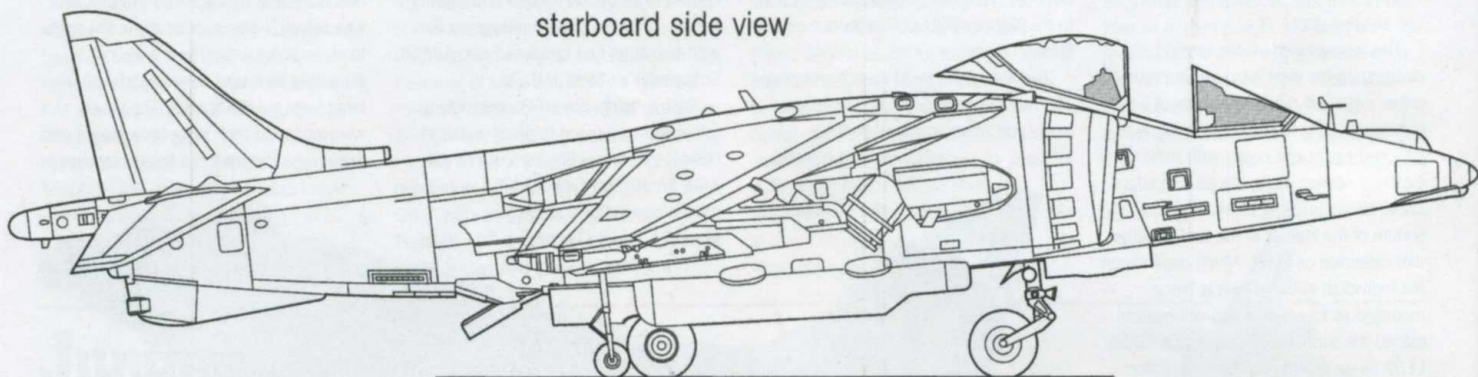




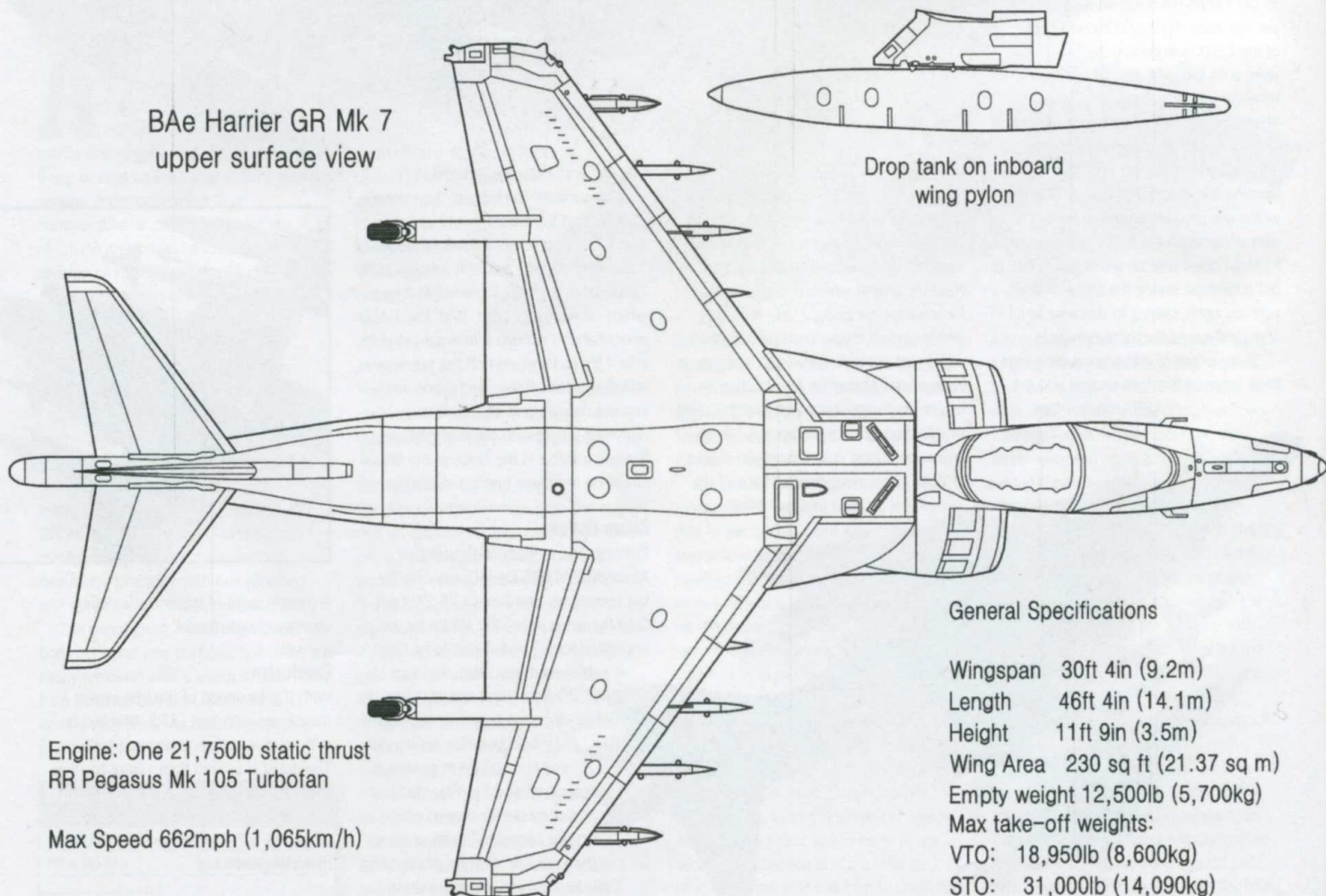
BAe Harrier GR Mk 7  
port side view



BAe Harrier GR Mk 7  
starboard side view



BAe Harrier GR Mk 7  
upper surface view



Engine: One 21,750lb static thrust  
RR Pegasus Mk 105 Turbofan

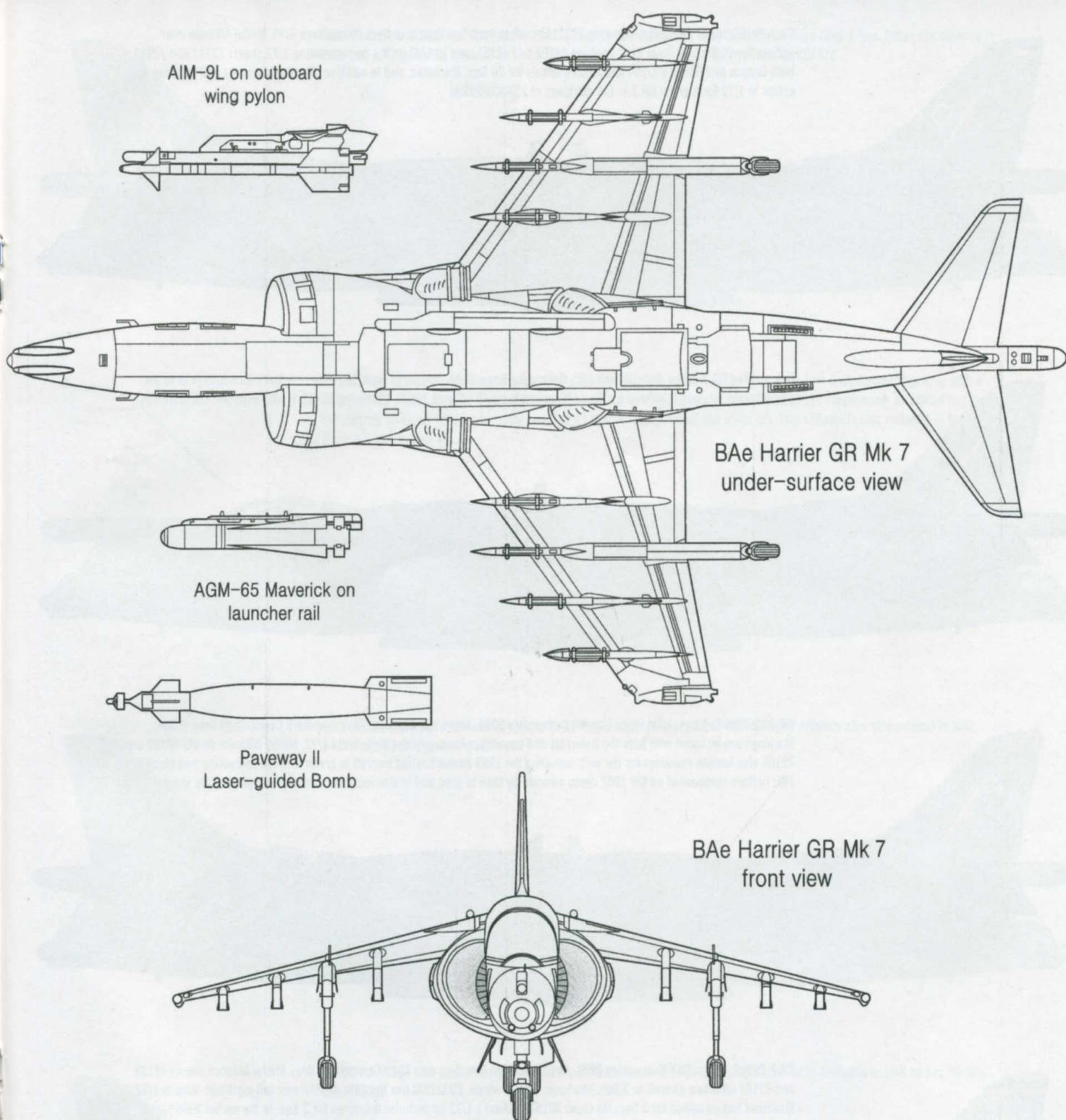
Max Speed 662mph (1,065km/h)

Drop tank on inboard  
wing pylon

#### General Specifications

|                       |                        |
|-----------------------|------------------------|
| Wingspan              | 30ft 4in (9.2m)        |
| Length                | 46ft 4in (14.1m)       |
| Height                | 11ft 9in (3.5m)        |
| Wing Area             | 230 sq ft (21.37 sq m) |
| Empty weight          | 12,500lb (5,700kg)     |
| Max take-off weights: |                        |
| VTO:                  | 18,950lb (8,600kg)     |
| STO:                  | 31,000lb (14,090kg)    |

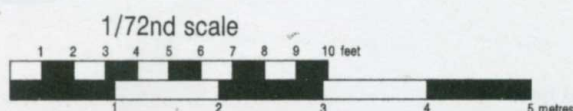




Armament:

Paveway II, III, IV LGB  
 540lb Gravity Bomb  
 1000lb Gravity Bomb  
 3kg & 14kg Practice Bombs  
 AGM-65 Maverick  
 AIM-9L Sidewinder  
 AIM-132 ASRAAM  
 Brimstone Standoff Anti-armour Missile  
 CRV-7 Rocket Pod  
 Joint Reconnaissance Pod

# BAe Harrier GR Mk 7





GR.7 ZD466/56, 20 Squadron, Wittering 2002. Aircraft is Dark Sea Grey over Dark Camouflage Grey. Model Alliance offer options for 20 Sqn. GR.7s in 1/48 on sheet 48102 and 48151, and in 1/72 on the corresponding 1/72 sheets 72102 and 72151. Both Dragon and Revell's 1/144 kits feature decals for 20 Sqn. Machines, and in addition, Modeldecalsheet 115 includes an option in 1/72 for a green GR.7 in the markings of 2330CU/20Sqn



Unidentified GR.7 of the Strike/Attack OEU, Boscombe Down 2002. Aircraft is Dark Sea Grey over Dark Camouflage Grey. An aircraft from this unit is offered on Model Alliance sheets 48102 and 72102, this being ZD411/U with enlarged tail markings



GR.7 ZD409/38, 4 Sqn. Joint Force Harrier, Cottesmore 2004. Aircraft is Dark Sea Grey over Dark Camouflage Grey. 4 Sqn. Markings are included with both the Italeri kit and the original boxing of the Airfix kit in 1/72. Model Alliance sheets 48102 and 72102 also feature markings for the unit, including the 1993 demonstration aircraft in green with the red/yellow and black tail. This pattern reappeared on the 2002 demo aircraft, by then in grey, and is also included on these comprehensive sheets



GR.7 ZG532, 3 Sqn. RAF Cottesmore 2002. Aircraft is Dark Sea Grey over Dark Camouflage Grey. Model Alliance sheets 48102 and 72102 offer two aircraft in 3 Sqn. Markings, one of which, ZD322/03 has the 90th anniversary tail markings. Also in 1/72, Xtradecal has an option for 3 Sqn. On sheet X01572. Italeri's 1/72 kit includes markings for 3 Sqn. in the earlier Nato/Lichen Green colour scheme





GR.7 ZD405/34, 1 Sqn. RAF Cottesmore 2002. Aircraft is Dark Sea Grey over Dark Camouflage Grey. 1 Sqn. GR.7s are covered in 1/48 and 1/72 by Model Alliance on sheets 48102 and 72102, and in 1/72 by Xtradecal on X01572



GR.9 ZG478, 41 Sqn. Fast Jet and Weapons OEU, Coningsby 2006. Aircraft is Dark Sea Grey over Dark Camouflage Grey with a white tail fin. Model Alliance present this scheme in 1/48 and 1/72 on sheets 48137 and 72137 respectively. Xtradecal feature the aircraft on sheet 72066, along with another 41 Sqn. Aircraft without the white tail. This scheme is also included in the Dragon 1/144 double kit.



GR.7 ZG512/83, 4 Sqn RAF. Aircraft is Nato Green upper surface over Lichen Green. Model Alliance offer this scheme in both 1/48 and 1/72 on sheets 48102/72102



ZG858/CB, 3 Sqn RAF. Aircraft is Nato Green upper surface over Lichen Green. This scheme is available in 1/48 on Sky Models sheet 48028





# Modelling the GR.7

**W**ith the announcement that Trumpeter will be kitting the GR in 1/32, modellers interested in the type can now look forward to quality kits in four major scales. Trumpeter have promised at least three versions of the Harrier II, one of which will be a GR.5/7. No doubt the industry is even now looking to producing two-seat conversions!

In 1/48 the logical – and only – choice is the Hasegawa tooling, which has also been released by Revell, and which is a superb kit, and can be highly recommended. 1/72 has seen a few more kits, some of which go back a little longer. The Airfix kit has been



released in a couple of boxings, and is typical of that company's later releases. Also available from Airfix in this scale is the T.10.

Italeri have kitted the type, although the tooling is somewhat dated, but an interesting selection of decals is included. Once again the best option is the Hasegawa tooling also released by Revell, which has the advantage over the opposition of having the all-important dropped auxiliary intake doors without which no Harrier is complete



unless airborne.

Surprisingly 1/144 has seen two recent releases. Dragon have issued a double kit, based on their old GR.5, depicting a GR.7 and a GR.9, complete with Maverick missiles, while the recent Revell revision of their AV-8B+ is a typical example of the kind of excellent kit now available in this scale.

## Kits

- Airfix #04039 1/72 BAe Harrier GR.7 £9.99
- Dragon 1/144 BAe Harrier GR.7/GR.9
- Hasegawa #00876 1/72 BAe Harrier GR.7 Operation Telic £11.99
- Hasegawa #09764 1/48 BAe Harrier GR.7 Operation Telic £17.99
- Hasegawa #PT036 1/48 BAe Harrier GR.7 £15.99
- Italeri #1214 1/72 BAe Harrier GR.7 £6.99
- Revell #4017 1/144 BAe Harrier GR.7 £2.99
- Revell #4581 1/48 BAe Harrier GR.7 £16.99
- Revell #06617 1/100 BAe Harrier GR.7 (Easy Kit) £3.99
- Trumpeter #02287 1/32 BAe Harrier GR.7 ETBC

## Accessories

Apart from Eduard's sublime colour etched parts, the big name in Harrier spares is Heritage Aviation, whose resin conversion and update sets cover a wide range of types, and are well worth investigating. Of note are their resin intakes with dropped doors – a useful upgrade applicable to many Harrier kits beyond the GR.7.

- Airwaves #AES48125 1/48 Resin wheels for Harrier GR.7/AV-8B £5.99
- Eduard #49291 1/48 GR.7 etched details, pre-painted for Hasegawa kit £15.50
- Eduard #FE291 1/48 GR.7 etched details, pre-painted for Hasegawa kit £15.50



- Heritage Aviation 1/48 resin conversion for Hasegawa AV-8B to GR.7
- Heritage Aviation # 1/72 resin detail set for Airfix kit £8.50
- Heritage Aviation # 1/48 resin intakes with dropped doors for Hasegawa and Airfix kits £3.50
- Heritage Aviation # 1/48 resin jet nozzles for Hasegawa and Airfix kits £3.50
- Heritage Aviation # 1/48 white metal fuselage strakes for all kits £1.75
- Heritage Aviation # 1/72 resin undercarriage set for Airfix kits £4.50
- Heritage Aviation # 1/48 resin 65% LERX for Hasegawa kits £5.00
- Heritage Aviation # 1/72 resin 100% LERX for Hasegawa kits £2.00
- Heritage Aviation # 1/72 resin intakes for any kit £2.50
- Heritage Aviation # 1/72 resin jet nozzles for any kit £2.50

## Decals

Pretty much all markings for the GR.7 are available one way or another. Many of the sheets listed below include other types as well as the GR.7, and both Model Alliance and Xtradecal have a wealth of fascinating markings to offer for many modern RAF types.

- Model Alliance #48102 1/48 BAe Harrier GR.7 £11.00
- Model Alliance #48109 1/48 Operation Telic Part 1 £13.00
- Model Alliance #48110 1/48 Operation Telic Part 2 £13.00
- Model Alliance #48111 1/48 Operation Telic Stencils £13.00
- Model Alliance #48137 1/48 UK Air Arm Update 2005-6 Part 1 £13.00
- Model Alliance #48151 1/48 UK Air Arm Update 2005-2006 Part 2 £14.00



- Model Alliance #48154 1/48 #48154 UK Air Arm Update 2006-7 Part 4 £15.00
- Model Alliance #48161 1/48 Air War over Afghanistan 2007 £15.00
- Model Alliance #72102 1/72 BAe Harrier GR.7 £9.00
- Model Alliance #72109 1/72 Operation Telic Part 1 £9.00
- Model Alliance #72110 1/72 Operation Telic Part 2 £9.00
- Model Alliance #72111 1/72 Operation Telic Stencils £9.00
- Model Alliance #72137 1/72 UK Air Arm Update 2005-6 Part 1 £9.00
- Model Alliance #72151 1/72 UK Air Arm Update 2005-2006 Part 2 £10.00



- Model Alliance #72154 1/72 UK Air Arm Update 2006-7 Part 4 £10.00
- Model Alliance #72161 1/72 Air War over Afghanistan 2007 £10.00
- Skymodels #48028 1/48 Harriers £5.40
- Skymodels #72044 1/72 Harriers £5.40
- Xtradecal X01272 1/72 RAF Update 1989 £4.00
- Xtradecal X05172 1/72 RAF Update part 2 1998-2000 £6.50
- Xtradecal X48057 1/48 Stencil Data, Roundels etc £6.99
- Xtradecal X72066 1/72 RAF Update 2005/6 Part 1 £6.95



## Reference

- Aeroguide 26 Harrier GR.5 and GR.7 British Aerospace Harrier GR.5/7
- Author: Roger Chesneau Format: Softback 40pp
- Publisher: Linewrights ISBN: 0946958335
- Boeing/BAe Harrier (Warbird Tech)
- Author: Dennis R. Jenkins Format: Softback, 100pp
- Publisher: Airlife Publishing Ltd
- ISBN: 1580070140
- BAe McDonnell Douglas Harrier
- Author: Andy Evans Format: Hardback 191pp
- Publisher: Crowood ISBN: 1861261055
- Modelling the Harrier I and II
- Author: Glenn Ashley Format: Softback, 80pp
- Publisher: Osprey ISBN: 84176647X

SAMI





### Sea Fury

Scale: 1/72 Kit No: #211

Price: £3.65

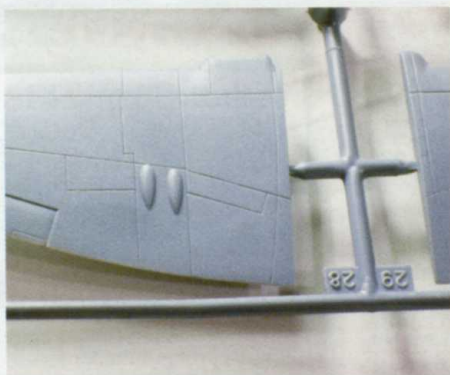
Type: Injection Moulded Plastic

Manufacturer: PM

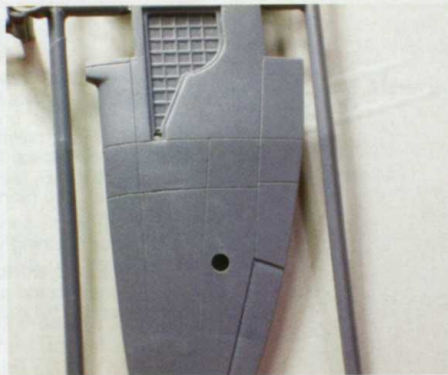


### References

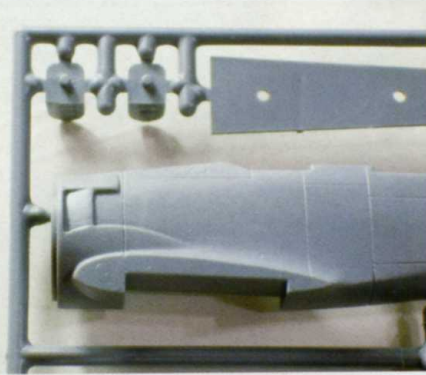
- Ezell Aviation Warbird Restoration had great color pictures of the Sea Fury ([www.ezellaviation.com](http://www.ezellaviation.com))
- [www.taichunlimiteddrawings.com](http://www.taichunlimiteddrawings.com) was the site I found three views I used to scale to 1/72. A fantastic site for racing enthusiasts



The cannon bulges had to go



The hole for the light had to be filled



The exhaust area was little clunky, soft and dimensionally small



# Fly Low, Go Fast, Turn Left and Don't Shoot:

## Modelling the Hawker Sea Fury 'Spirit of Texas' in 1/72

**N**ot long ago I sent a colleague from Texas an email with a picture of a P-51, expecting a reply showing mutual admiration for this great machine. Instead, I got a response that made me think a little. 'That's pretty nice... for a killing machine.' Killing Machine? Yup, there's no doubt that most of my models and artwork depict military aircraft. However, I don't immediately see that side. I look at the form, the stance and the evocative lighting and markings. I think of the growl of their engines and the smell of high-octane aviation fuel. I see beauty first and reason for being second. Still, I can count the non-military models I've made on less than one hand: a Handley-Page 42, a Ford Trimotor, a nondescript airliner of some sort I built for my daughter, and the Spruce Goose...

I had an idea. I had recently returned from a once in a lifetime trip to the Reno Air Races and the main attractions were the mean, fast, loud, brightly colored and beautiful Unlimited Gold Racers. In 2006, there were lots of radials in the final race and many of those were modified Hawker Sea Furies. My favorite was *Spirit of Texas*. It was painted in overall light gray with white, red and blue stripes on the wings and tail and the Texas state flag unfurled and flapping in splendor along the fuselage sides and bottom. I began to scan my photos with a view to making a 1/72 model of this lovely plane to present to my gun-shy friend from Texas. I wanted it to be a desk model and pose the plane doing what it does best: zooming along the desert floor in a tight turn around a Reno pylon on its way to the final lap. And best of all, not a cannon muzzle in sight!

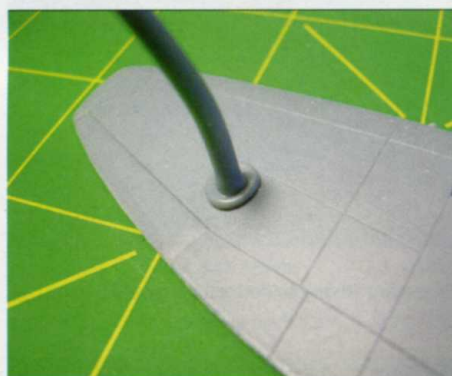
### The Kit

Since this was going to be my first attempt at minor surgery and kit bashing, I decided to find an inexpensive kit. The PM option (soon to be reboxed by Airfix) was the logical choice but the only kit I could find was the two-seat 'Baghdad' version! Still, as I was going to modify it anyway why not just start with this inexpensive kit and close up the back cockpit? I knew what to expect in terms of moulding and detail level so this suited me perfectly. It seems accurate enough in outline for my eyes, although panel lines are deep and there is no cockpit detail to speak of, but the nature of the project overrode these problems and it was an ideal choice.

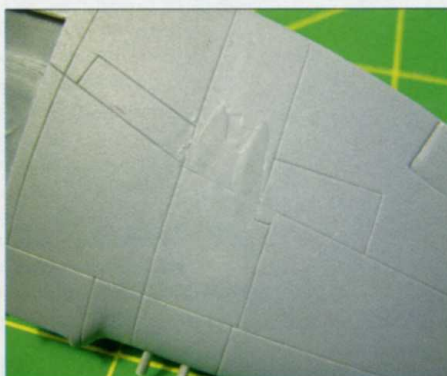
There were several areas that would need careful attention to make a model of the racer. The blisters on the upper

surface of the wings needed to be removed, and as the plane whipped by at 440mph, I didn't see any lights on the bottom of the wings so the holes on the kit needed filling. The airscrew is a four-bladed affair while the kit supplies the more typical five blades, and there was something odd about the exhaust areas near the nose. The moldings were thick and clunky, there was no space for exhaust pipes, and the exhaust panels look small and toy-like.

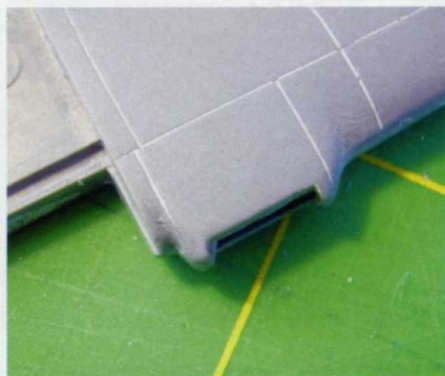
Since my Sea Fury would not be landing on a carrier, the rear fuselage under the rudder needed attention to make a smooth transition without the arrestor hook gear. I did need to make new wheel well covers since the kit-supplied items are too thick to fit in the openings and don't fit the opening contours anyway, and the holes for the cannon muzzles needed to be plugged



Filling the navigation lights with melted sprue



Cannon bulges undergoing removal



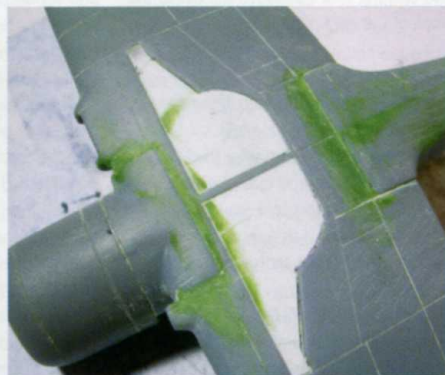
The wing root intakes were the wrong shape for the racer and would need some attention



A piece of typing paper etched into the wheel well yielded a good pattern for thin replacements

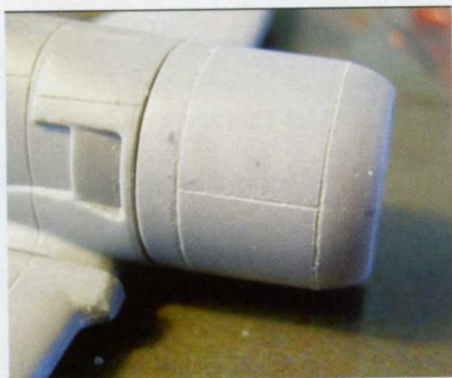


The new wheel cover in place. Note the waffle iron wheel well detail from the kit

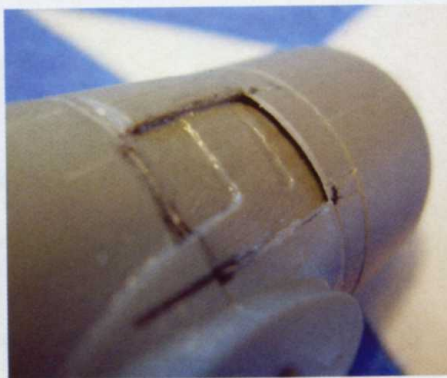


The underside with some filling started. Fit was tight, but there were plenty of gaps

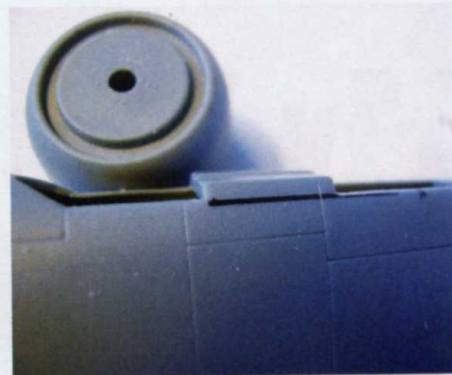




The newly scribed cowl was a good fit. Under some paint and primer, the panel line would be softened



Some thinning of the exhaust area and using liquid glue to smooth things out. The cowl ring is also being thinned



A marker line shows the cockpit area that needed removal



The rear turtle deck being shaped after surgery



Some intermediate filling of the wing root and fuselage cockpit components



The arrestor gear being filled and a new lower rudder shape formed



The soda can scoop with some filler applied. The metal is thin and looks to scale once painted



Primed and ready for the dreaded paint scheme



Some initial masking for the band colors and lower flag

in the leading edges of both wings. One obvious further physical difference on many of these fired-up Sea Furies is the addition of a large air scoop on top of the cowl that continues almost to the front of the cockpit.

### The Wings

I began by putting the wings together and immediately had a slight problem. The trailing edges were very thick and so I needed to scrape lots of plastic away to come close to a scale thickness. There was a large pile of plastic shavings for each wing before I was satisfied.

Next came the wheel well covers. They needed to be tight and show just a simple panel line around their edges. Any gap is a speed-eater on the real plane, so I ended up taking a piece of paper and forcibly pushing it into the

wheel well, getting a close to exact mold of the opening. I used this as a pattern for cutting thin plastic replacements, cemented them in place, and scribed the lines representing the separate pieces of the wheel covers. I ended up with a nice fit and clean lines under the wing.

The bulges for the 20mm cannon magazines were removed with a knife and the area scraped as much as possible. I then puttied the area and sanded it smooth with wet/dry sand paper after a few applications of Mr. Surfacer 500. I then scribed new panel lines over this area to complete armament removal. The wing root intakes would have to wait for modifications since they needed to be faired into the fuselage with Milliput. The whole wing surface was then sanded with wet and dry sand paper to

remove any blemishes and to eliminate the pebbly texture of the plastic.

### Fuselage

I began working on the fuselage by cementing thin stretched sprue into the cockpit walls as indications of structure and to help busy things up, along with two thin sheets of plastic to the side walls for instrument consoles. A simple instrument panel was also added and would be only slightly detailed later to indicate instruments, since the pilot figure would be taking up lots of room and block much detail work. The fuselage sides were then cemented together and the fit was fine.

The cowl was next to be cemented on, but it was molded smooth with no panel lines at all. Scribing panel lines around cylindrical objects is tricky. One way I do it, is by sandwiching the

scribing tool in a book and adjusting the contact point with the cowl by flipping pages thus raising or lowering the scriber as needed. I then place the cowl face up on a flat surface and bring it into contact with the scriber. The book sandwiching the scriber is held stationary with one hand while the other hand gently twists the cowl on the flat table while in contact with the scriber. After a few passes, the result is a nicely defined, even panel line running around the cowl.

Next, I redefined the exhaust area by carving a larger area and thinning out the cowl edge. This would receive the nine exhaust pipes later. These enlarged areas were sanded as best I could and the roughness softened by flooding the area with liquid plastic cement. The end result looks less toy-like and is sharper than the kit-supplied





The lower star being masked off for painting



The bottom finished except for the pin striping



A major masking job was required for the fuselage pattern



Spirit of Texas with the black and gold decal pinstripes, stars and soda can exhaust shields installed



Visible here are the back seat and harness before painting. The interior color is a close approximation of the real thing



The spinners. The abandoned kit example is left and the right hand one is the plastic-covered balsa replacement

item. It would be further enhanced toward the end of the build by adding some soda can aluminum to the site.

The area behind the cockpit needed some work. The cockpit sill needed to be removed and filler added to make a new spine. This was faired in with putty and sanded smooth. Finally, the lower fuselage and rudder were modified by cutting off the arrestor hook housing and adding a piece of plastic under the rudder to fill out the correct contour. After filling and sanding, this area looked just like the original.

Next, the wing was mated to the fuselage and it fitted positively, although there were lots of gaps along the bottom

and the roots needed attention. I also used Milliput to add to the leading edge air intakes as seen on photos of the original Spirit of Texas. This was the first time I had used this product for body work. I liked the sculpting ability and the ease of using water for smoothing and contouring. Final sanding produced a nice finish.

At this point, I also found out that this plane does in fact have a back seat! In one of the photos, I saw this little bulge in the cockpit as the plane is standing on the taxiway. Upon closer inspection, the bulge had hair! I also identified a piece of equipment on top of the fuselage just behind the rear seat



The rough-shaped Milliput canopy mould in the cockpit. Note the plastic wrap protection. This worked well and the Milliput seemed only to shrink a tiny bit



All finished and ready to mount

as some sort of restraining harness control, so I put a few pieces of appropriately shaped plastic in this space and ran shoulder harnesses, made from thin Tamiya tape, into a simplified back seat. I also put a thin strip of tape on the spine just behind this to simulate the rear canopy runner mechanism. Lastly, I fashioned the nose air scoop from soda can aluminum and used super glue to attach it. It needed some filling of seams with green putty but looked nice after some TLC.

#### Painting the Beast

First, I found some 3-view drawings on the internet and modified them to 1/72, and these were used as templates for the flowing lines of the markings. I

worked on the bottom of the wings, stabilizers and fuselage first. The model was sprayed completely with a very light grey and the areas to be colored were masked off with Tamiya tape. Although the tails and wings were easy, the flag on the fuselage was a challenge, but by using the 3-views, I was able to make a mask from several pieces of Tamiya tape that outlined the shape very nicely. The rest of the plane was masked and the marking areas were all painted white as an undercoat. I hoped this would make the blue crisper and the red more vibrant. I then cut out a star for the bottom flag made from tape and placed it in position, then masked off and sprayed the blue areas. Again, the blue was easy since it was



the only stripe on the tails and bottom of the wings.

The red on the flag worked out fine and all the masking was removed. Only a little bit of touch-up was needed and I similarly masked off and painted the top of the stabilizers and wings.

The final job was the most difficult - the masking and painting of the fuselage sides, which have very free-form, flowing markings over complex surfaces that run from the tip of the cowl to the fin and rudder. Not for the faint of heart! I began by cutting parts of the outline of the flag from the scale drawings and putting them over some strips of Tamiya tape that overlapped each other. I then cut the outline of the paper opening and the result was a flowing curve I could stick to the fuselage side. I actually started on the rudder sides and then moved forward taking pains to make sure the markings were as symmetrical as I could get them. The last tasks

would be the black shadows on the fuselage flag, adding the pin striping, and, of course, the numbers on the wings and fuselage.

The black shadow along the bottom edge of the fuselage flag was simply masked off using the same pattern as the main flag and the area brush painted, while the pinstripes were completed by painting decal film and then cutting thin strips and applying along the edge of the appropriate area. I found that the key here was to use a new blade and to pass the knife several times over the painted decal. If too much force is used, the paint tends to crack and flake off of the film. The thin profile of the stripes allowed them to be pushed and prodded around corners with relative ease.

The thickness isn't scale, which is especially noticeable with the black stripe since, in most photos, it's practically non-existent. I toyed with taking the pin stripes off, but it just



The hand-painted numbers with their gold outline. Note also the homemade decal registration number under the tail

looked wrong. Of course, only after finishing the model did I find some close-up shots showing that the pin stripe along the fuselage sides outlining the flag all the way to the rudder is gold and not black. Oh, well.

### Those Confounded Exhausts

Now that the markings were actually applied and looked nice (though I have since found 1/72 decals of this paint scheme while surfing the web), I was in the home stretch. I really only needed to modify the spinner and add the prop blades, make a canopy and create more realistic exhausts complete with the bright, shiny protective panels underneath them. I had already modified the plastic in this area earlier and thinned out the cowl flaps. I decided to cut out the polished area from soda can metal, as I think the natural color of the metal looks very accurate and is thin enough to hug the fuselage contours well.

To finish off this area, I needed nine tiny exhausts on each side, disappearing underneath the thinned trailing edge of the cowl. This proved problematic in terms of finding something of the approximate diameter that would look like real exhaust when completed. After some head scratching, I heated up the

plastic applicators found on "Q-tips" cotton buds and stretched them to the correct diameter. This gave tiny hollow tubes that look convincing as exhaust pipes. They were placed individually by using white glue that dries clear and lots of repositioning to get them as evenly spaced as possible. Getting each pipe to be even was not easy and I fear that my children learned some new words while this little job was in progress. The exhausts were carefully painted with silver and black to approximate burned steel. I think they may protrude out from under the cowl a little too far, but they are far better than the blank space that came with the original kit part.

### The Prop Assembly

During assembly, I somehow lost the prop blades from the kit, so I pilfered four blades from an Academy P-47 kit from my son, Peter - many thanks! I simply squared off the tips and changed the profile slightly so they approximated the aggressive blades seen on the Spirit of Texas. After this, I rather optimistically began forming the holes for the prop blades in the previously filled spinner. Sadly this proved impossible, and I was forced to make a new spinner from scratch and decided





to take the opportunity to make it slightly more beefy, with a better profile that more closely approximated the real thing. I began by cutting out a solid balsa block, finding the center point for a mandrel to put into my small motor-tool and then roughing out a cylinder. Then, my problems began. It seemed to make sense to put the mandrel into the end-grain. I found, twice no less (I'm stubborn), that if you screwed the mandrel into the end-grain, it wandered. The spinners turned out oblong and really horrible. This problem disappeared when I made a new block and put the mandrel into a side without end-grain. It tracked true and I was easily able to sand a nicely shaped balsa spinner. I then put the spinner, still firmly attached to the mandrel, into a vice in preparation for 'heat and smash' forming using plastic sheet and a candle. After a couple of tries, it worked great and I glued the balsa spinner into the plastic form so I'd have something solid for the blade attachments.

The spinner was then painted gold and the prop blades were first painted yellow, tips masked, and then sprayed black. The assembly was ready to attach to the nose once the blades were glued securely in place, making sure they were even and at the correct angle of attack. This little episode was good training for the final scratch part of the project - the canopy.

### The Canopy

I started by cutting out an oversized balsa block and pasting cut-outs of the canopy profile and top in 1/72nd scale to the balsa. I then carefully carved and sanded the block to approximate the canopy, having particular difficulty with the attachment points at the fuselage. I was also unhappy with the overall shape of the front of the windscreen and the sides were not as 'blown' as they needed to be. Still, after smoothing it out I tried to smash some heated clear plastic over the mold with the result being a fairly nice canopy that would never, ever fit! Good practice, but I needed a better way. Then I thought about the luck I'd had using Milliput for the wing root radiators and decided to

make my mold from that.

I draped some clear plastic wrap over the cockpit opening to protect it, and proceeded to add the Milliput. I was able to sculpt a much more acceptable canopy this way and the fit to the fuselage top would be near perfect since I was essentially filling the cockpit opening with putty. I allowed the putty to harden and then popped it off from the cockpit opening, and thanks to the plastic wrap, there was no damage to the underlying paint job. I refined the shape and smoothed things out with files and sandpaper. The mould was then used to heat and smash clear plastic and make a nice final product.

### Final Race Numbers

I now had a nice looking plane that had exceeded all my expectations, but it had no racing numbers. These appear to be blue with gold outlines and I had no idea how to actually make them. Decal film and an ink jet printer was a good first option, but I didn't think I could match the blue of the flag field with the computer. My other option was to go ahead and make my own numbers by painting them on decal film and then applying. I started by spraying some decal film gold and then cut out individual numbers from pieces of Tamiya tape (like a Frisket mask) using the scale drawings as a guide. These masks were then placed over the gold background and the openings sprayed with the same blue used for the flags. The last tricky part was to cut out individual numbers with a brand new sharp X-acto blade freehand, leaving a tiny gold outline at the edge (or center) of each number. It took several false starts before I realized that I was a fool. There was no way these would ever look acceptable so I ultimately resorted to finding a computer font that was very similar to the actual numbers, sized them to scale and used several blue colors until they looked close to the paint I had already used. These were printed on clear decal film following the manufacturer's instructions and applied individually.

The fuselage numbers needed gold outlines. This was done very carefully by a combination of coating the



numbers with Klear and using a small paintbrush until I got what I wanted. I could take off mistakes with a cotton swab soaked in thinner since it wouldn't attack the Klear. Unfortunately, not only were the computer-printed numbers transparent so the numbers had odd shading over the various base coats, but the gold outlines were rather messy. I finally bit the bullet and filled in the numbers with the same blue as the flag using a tiny brush.

Finally, the little plane was finished off with a pulled sprue pitot tube and a piece of black painted decal film used for the wing root non-slip area. Weathering was kept to a minimum with very slight white and gray pastel applied near the exhaust.

### The Display

Now that the model itself was completed, I needed to finish off the project with a nice display for my friend's desk. For added drama, and a

bit of fun, I mounted it on a talking baby photo cube, complete with photos of the real aircraft and sound effects taken from *Round Sounds Vol. 1* - track 9 for the Reno sounds. The recording is not crystal clear and only lasts ten seconds, but the effect is most pleasing. For the rest of the stand I used a heat-stretched plastic fork handle bent to shape to hold the aircraft, and the whole ensemble was mounted on a battery operated rotating base I purchased from Squadron.com.

So, there you have it. What started as a simple observation turned into a mission and a pretty darn nice gift. In the process, I did some things I didn't think I could master so the project was incredibly enjoyable and fulfilling. If you add the joy of model making to the look on someone's face when they receive such a contraption (lots of laughing and 'I can't believe you did this' comments), this project was very worth-while.

SAMI





707 gear garden



Dejected seats



All dressed up and no place to go

## Aerospace in Abstract

**M**any, if not most, of us have seen pictures of places where aircraft are sent when they are considered redundant by their operators. The desert southwest seems to be the locale of choice for America as the last resting place for numerous aircraft of both the military and civilian ilk. I think



the logic is that if we ever have to bring B-58s out of retirement, they will stay corrosion free. I do think they have taken to sawing old B-52s in half somewhere to save space. (I think there are a multitude of ancient B-52s still in service, but that is another story).

And I am not sure that airlines have not taken to 'storing' aircraft in these desolate places – aircraft that might have still been in service in happier times. I wonder what happened to all of the old classics of the Thirties? I suppose the aluminum ones were

### Props on parade

salvaged for B-17s or other wartime bombers, only to be abandoned at war's end. Too bad the older, wooden beauties like the Orion or the Vega didn't have someplace to go besides a woodpile or perhaps a fireplace!

I recently learned that a firm named Telstar Logistics had been to several aircraft salvage or storage facilities in search of aircraft galleys, carts, and other items that might be possibly reconditioned for use in settings other



Cowling confusion





Cleared for takeoff



P-80 Phunny



Simon said



A gaggle of galleys



Retired

than that for which they were originally designed. Obviously, any component built for aircraft service must conform to considerably higher standards than its more pedestrian counterpart, so one would expect that these items have a great deal of potential for use outside of an aircraft.

Telstar Logistics Group Leader and 20-year employee Todd Lapin provided all of the images that you see in this



Engine reef

month's column. I trust that you will find that his photographs provide you with a somewhat different perspective on the form and function of aircraft and their associated systems. I certainly found this to be the case.

SAM \_\_\_\_\_

Telstar Logistics Group Leader Todd Lapin is pictured on a milk carton



Aerowhat?



Stoofs render a hand salute



Toothless tanker





#### F3H-2M Demon

Scale: 1/48 Kit No: 4816  
Price: £49.99 Decal Options: 2  
Panel Lines: Recessed Status: Revised Tooling  
Type: Injection Moulded Plastic  
Parts: Plastic 77, Clear 2, Resin 30, Etched 22  
Manufacturer: AZ Models UK Importer: Hannants  
US Importer: Stevens International



#### References online

- background history and period photographs:  
[www.bobjellison.com/f3h\\_demon.htm](http://www.bobjellison.com/f3h_demon.htm)
- Ex-Demon crew association and restoration history:  
<http://f3hdemon.homestead.com>
- Exhaustive walkaround photo set:  
[www.philsaeronauticalstuff.com/f3h/f3h.html](http://www.philsaeronauticalstuff.com/f3h/f3h.html)

# Phoenix Rising

## AZ Model's 1/48 McDonnell F3H Demon

**O**n first impressions the Demon would have you believe that with its sleek, rakish good looks it was a thoroughbred machine from the McDonnell line of world-beating aircraft. It looks like its doing Mach 1 just standing still! Truth be told, it was arguably the closest that McDonnell ever came to failure.

McDonnell had started the global trend of fighters with two engines, and the Demon was the first - and last - McDonnell jet design with a single power plant. As it turned out, the engine they chose for the Demon was the wrong one. Initial plans called for the Westinghouse J40 turbojet, the same engine intended for use in the Douglas Skywarrior bomber and Skyray interceptor. Against some employees' reservations at McDonnell, the J40 was installed in the prototype and subsequent early models of the Demon. Initial night fighter F3H-1N Demon deliveries were met with derision from crews whose opinions were that the aircraft was, at best a 'joke' with some even going so far as to label it a 'death trap.' Further tests ensued, ending in the systems failure of the J40 during one test flight forcing the pilot to eject leaving the Demon to fly on for an hour or so without problems until it crashed itself into an empty field, from which most parts were salvaged.

The US Navy decided to re-engine the Demon with the Allison J71 power plant

and although this was deemed merely adequate, pilots begrudgingly agreed that it worked well, lacked reliability issues and provided sufficient - if not amazing - thrust. Had the Demon been able to accommodate a more reliable and powerful engine, such as the Pratt & Whitney 10,000lb-thrust J57, it may have been as successful as the 'Century Series' fighters being developed at that time for the US Air Force. The J71-engined Demon had stronger wings fitted, a new radar capability, was able to carry the AAM-N-2 Sparrow 1 and was subsequently designated the F3H-2N. Eventually the F3H-2M variant, with uprated radar and typically carrying two Sparrows, was to earn a reputation as an effective all-weather interceptor that could launch from carriers when other aircraft were unable to.

#### The Kit

First issued in the 1990's by Grand Phoenix as a limited-run kit, the Demon was well received. It has now been released from AZ Models in the Czech Republic and still has everything that was in the Grand Phoenix issue including three large sprues and two smaller sprues of mid-grey plastic featuring lots of fine recessed panel details. A clear sprue is included with an exceptionally well moulded two-piece canopy with no dreaded mould-seam line running down the middle of it. Also in two separate bags is a veritable feast of resin detail

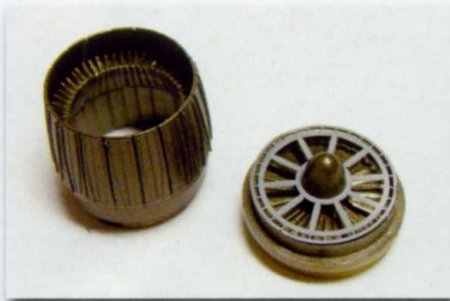
parts; no less than 52 pieces, including a complete cockpit and ejector seat, main and nose gear bays and wheels, jet pipe and exhaust, airbrake bays with airbrakes and arrestor hook, and various other fine details. This is accompanied by an acetate sheet for the HUD glass and instrument panel dials and an excellent etched fret containing such goodies as instrument panel, seat straps and wing fences, speed brakes and canopy mirrors. The final touch, making for a very complete package, is the inclusion of a die-cut sheet of *Kabuki* tape masks for the canopy and wheels. A large decal sheet of good register, colour and opacity, giving options for two Gull Grey over White US Navy machines is also in the packed box.

To summarize, everything you need to build a finely detailed model straight from the box is included - no need for aftermarket goodies here! All this goes some way, I feel, to justifying the rather hefty price tag for a single seat 1/48 fighter.

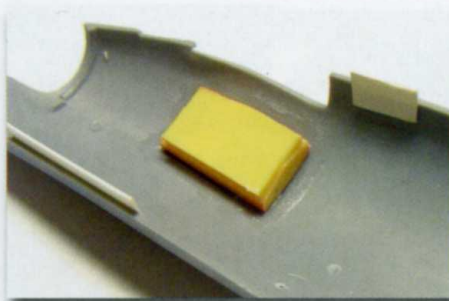
#### Construction

Construction started in the cockpit area, with the ejector seat up first. Made up from five resin pieces with etched details, all that is required is careful painting and weathering to produce a very pleasing rendition of the Martin-Baker unit. The rest of the cockpit tub builds up without issue though I would recommend that the seat is left out until

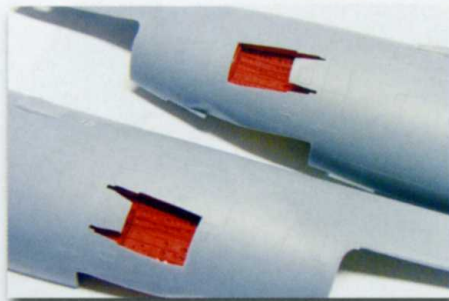




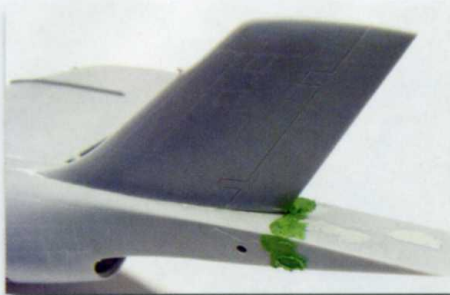
Resin parts for the afterburner assembly



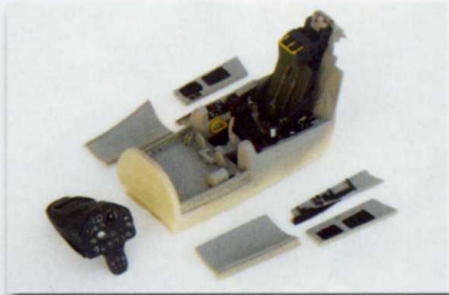
The airbrakes are resin attachments that fit inside the fuselage



The insides of the finely detailed airbrakes were painted red



One of the few fit problems was encountered with the beaver tail



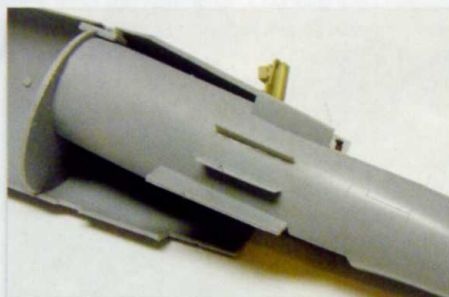
Completed cockpit components – everything you need is here in one box



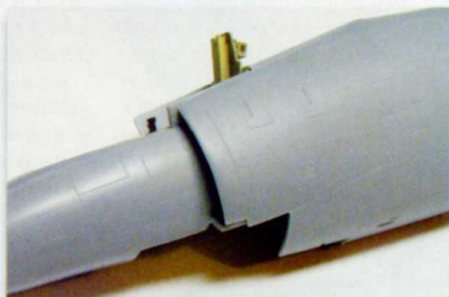
Some prominent ejector pins will need removing from the inner surfaces



The fuselage assembly completed. The design may seem complex, but is very practical and achieves the subtle lines of the aircraft's nose



A look inside the nose of the partially assembled fuselage shows the slightly odd-seeming parts layout



The cockpit tub and intakes all fit well leaving little clean-up after the fuselage is joined

much later on as it simply slides onto the ejection rails moulded into the cockpit tub as per the real thing!

I painted the cockpit interior light grey before picking out the panels in black and the switches in varying colours. I washed the whole area with thinned Paynes grey oil paint to add some dirt and depth and provide a lived in look to the office. The acetate instrument sheet is then painted white on the reverse before being sandwiched between the etched instrument panel and then fixed to the cockpit coaming section.

I left the coaming off until after I fixed the tub into place, as a dry fit showed it would be easier to get the correct alignment with the top of the cockpit aperture in the fuselage. The HUD unit was also left off until much later in the build as it is a very fragile piece of etch and acetate that I would inevitably snap off during further construction.

The way this kit is engineered may at first seem rather odd and complicated, but on further dry fitting and taping up, it has a rather novel way of getting the peculiar nose shape of the Demon to look right. The nose section of the fuselage is joined

together enclosing the complete cockpit tub within it and making up the upper and lower inside edges to the complex intake assembly. Be aware that before joining the nose sections there are some rather obtrusive ejector pins to be removed that will otherwise foul the sides of the cockpit assembly. A large bulkhead moulding is joined to the rear

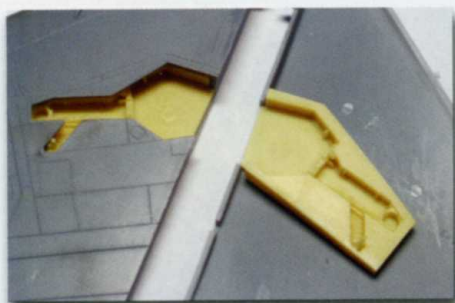
of the nose section to allow some form of rigidity to the whole fuselage joints. This was somewhat too wide to allow the main fuselage sections to close up properly around the nose section, and therefore needed some sanding and dry fitting to gain a neat joint along the upper and lower forward fuselage.

Before joining the main halves of the

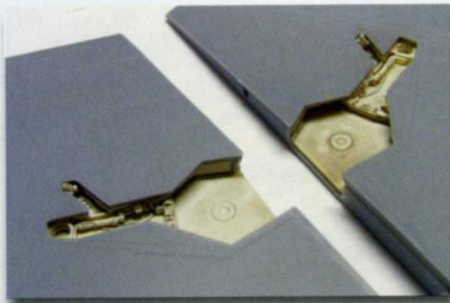
fuselage there are some resin subassemblies for the airbrake interior bays to paint up and fix inside the fuselage. These fit very easily and positively into their respective locations and I simply painted them before installation. All the parts were sprayed white as a base primer, then the nose gear and main gear bays were washed







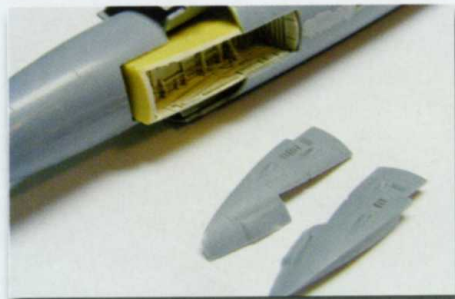
Some filing down of the resin wheel well parts was needed to fit them between the wings



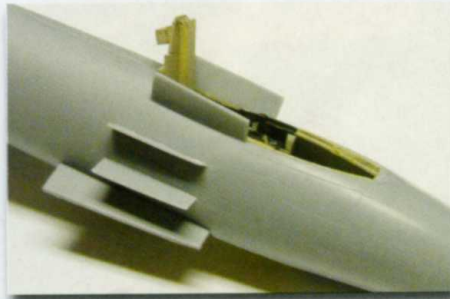
The bays fit well and the high level of detail responds to careful painting and washing



The Demon is a remarkably large machine for a single-engined aircraft



Nosewheel well and cannon ports add to the complexity of the nose-area assembly



The completed nose ready for addition to the fuselage parts – note the intake splitters moulded to the cockpit sides



Painting nearly complete, and some post-shading is still being added



The subtle tones allowed by the pre-shading are evident. Airbrushing allows subtle textures and effects that simply cannot be done with a brush



Wing walk areas were sprayed using the kit decals as templates to make masks



The model pre-shaded and ready for the first coat of white

with Tamiya X-19 Smoke to add depth and the airbrake bays were sprayed bright red and then washed in the same fashion. These resin pieces were attached with thick CA and the fuselage was brought together, taped and clamped, and left overnight to fully cure and harden.

Once all fuselage joints had been

cleaned up and any lost details rescribed the tail was assembled and fixed in place with just the slightest hint of filler needed to get a flush joint. The all-moving tailplanes were assembled and cleaned up, then left to one side, being added after painting and decalling of the main aircraft.

The so-called 'Beaver Tail' needed a

fair amount of cleaning up and subsequent filling and sanding to blend it in to the fuselage. Another tricky area on the lower fuselage were the gun ports that are either side of the nose undercarriage bay. These are made up of one piece for each half of the fuselage and slot in around the resin nosewheel bay. Some filling with correction fluid was necessary here and this was cleaned up easily and the lost details rescribed. Whilst on the subject of the nosewheel bay, the instructions would have you fix it in place with the gun port sections as the fuselage is glued together. After a dry run I concluded that the best way would be to get the main fuselage together, then insert the resin nosewheel bay and then the gun port sections around it, letting each section dry before fixing the next. Assembling this way saves needing three pairs of hands to hold everything in place whilst you glue the resin parts with CA and the plastic with liquid cement.

Another element that is best left out until after the fuselage is assembled is the resin jet pipe exhaust. This assembly slots into the rear of the aircraft after all painting and weathering is done making

the whole masking process a lot easier. The burner plate aft of the jet pipe is best placed after fuselage assembly too. Slot it into the underside recess provided and fix with liquid cement.

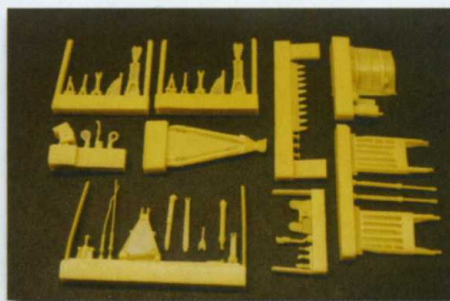
The wings were the next part I tackled. It is necessary to sand the resin main gear bay inserts down to enable them to fit between the upper and lower surfaces of the wings and get a neat joint. The location of the inserts was very good and just required fixing in place using thick CA. The prominent wing fences, both large and small, are all supplied on the photo etched fret. To put these in place I tried a new technique which worked very well. I took a new blade in my scalpel and scored into the wings along the locating points for the wing fences two or three times creating a deep groove-like panel line. The etched fences were slotted into the scribed grooves and then I flooded the joints with MekPak liquid poly. The beauty of this cement is that it actually welds the plastic to the etched parts making for a very secure joint, which would withstand all the subsequent handling involved in building the rest of the model. The wings fit to the fuselage



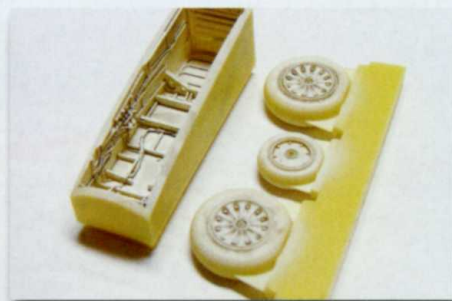




The larger resin components



The sheer volume of resin detail parts provided makes this kit exceptional good value



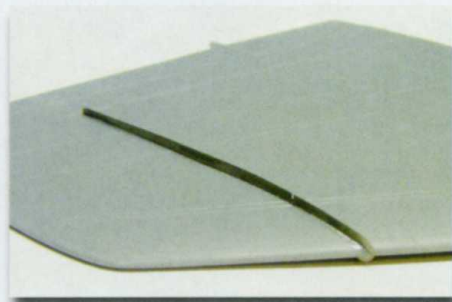
Undercarriage parts receive a dark wash to highlight detail



Pro-modeller's grey wash was used over the airframe



A busy scene on a well-used workbench!



Etched wing fences fitted in position

with little fuss as there is a single-piece spar supplied that is slotted through two square holes in the fuselage sides, thus making wing alignment and dihedral correct. When dry, the wings needed a small amount of filler to blend in the forward part of the wing to fuselage joint on the upper surfaces and along most of the lower joints.

By now I had quite a large model on my workbench - the box really does belie the size of the kit inside. With all major assembly complete my attention turned to masking and fitting the canopy in place before getting ready for paint. The two-piece canopy is really nicely moulded and has a quite complex curvature to the windscreen part. The supplied masks give you the edges of the canopy, the rest needs filling with masking tape, or as I did with liquid mask. I did coat the clear parts with three coats of Klear to protect it from the liquid mask as well as adding a brilliant shine.

### Painting, Weathering and Marking

First I masked off the opening to the cockpit and wheel bays and then sprayed the whole model with Alclad Grey Primer, which is very fine and shows up any blemishes that need addressing before further progression with the airbrush. With all minor niggles cleaned up I resprayed with primer and then preshaded with Tamiya XF-1 Flat Black. With the black in the airbrush I also elected to paint the wing walkways along the wing-to-fuselage joint. These are supplied as decals, but I felt a painted-on approach would look better. I also sprayed the black nose and anti-glare panel forward of the cockpit. Once this was all dry I masked up the walkways using the decals as templates and also masked off the nose and anti-glare panels.

I first sprayed the metal areas around the jet exhaust and the inner lower panels of the tailplanes with Alclad Aluminium then shaded these with Alclad Jet Exhaust to impart a nicely burnt look. These parts were now masked in preparation for main airframe painting. I sprayed the lower fuselage and wings Tamiya XF-2 Flat White in a patchy effect as the white areas on Navy jets don't stay white for long. I also sprayed the tailplanes white whilst not forgetting the upper surfaces of the main wing flaps. I masked the flaps off, including the hinges, then sprayed the upper surfaces with Gunze-Sangyo H315 Gull Grey (FS16440). This took a couple of coats to cover due to the nature of the light grey and the previous preshading, and again a worn effect was achieved with patchy airbrush work. When all the painting was dry I unmasked everything with the exception of the canopy parts and sprayed three generous coats of Klear in readiness for the decals.

Decaling was uneventful in as much as they all performed well when applied using Klear as a setting solution, sucking down well into all the fine details and panel lines. The only two I had trouble with were the legends NAVY on each side of the rear lower fuselage, due to the fact they are split by the airbrakes which I wanted deployed. I simply applied the decal over the airbrake housing, let it dry and trimmed off the excess. To finish of the lettering on the airbrakes themselves, I temporarily slotted them into the closed position and hand painted the missing parts of the word NAVY with a fine brush using Humbrol 33 Matt Black.

Decals dry, I gave the whole model one more coat of Klear to seal everything for the weathering process. I used Promodellers Dark Grey wash for panel line enhancement, which is very quick and easy to use and gives great results with minimum effort. To give the patchy look to the upper surfaces, so often seen on fleet aircraft, I sprayed

various panels and panel lines with Tamiya XF-19 Sky Grey to give a contrast to the Gull Grey. The key to successful weathering (I find) is to go at it little and often. Rather than one session, I do a bit and leave it to dry. Come back and see how much, if any, more is required. When you feel you've achieved the result you're after - STOP. Less is more and it's far easier to add a little at a time than it is to rectify any overdone areas. A final heavy coat of Humbrol Matt Cote flattened the whole thing down and finished the painting and weathering with the exception of the engine bay cooling vent streaks which I added with charcoal and grey pastels using a cotton bud, and a final dusting of Matt Cote to seal them in.

The main undercarriage sets are little kits in themselves and really are quite fiddly to assemble, mirroring the complexity of the real units. The main leg and oleo units for both nose and main gear are supplied as plastic parts, the actuator arms and retraction rods







etc. are all resin, as are the wheels. The instructions are vague for these and I had to find a good reference source to construct them properly.

The nose gear is made up from 12 pieces and the main gears use seven pieces each excluding the undercarriage doors. It's a testament to the moulding quality that they all fit together exceptionally well and just needed spraying white and a wash with thinned Tamiya X-19 Smoke to lift the details.

All that was left now was to add the

undercarriage doors and other small peripheral pieces such as arrestor hook, tail bumper and the jet pipe. The in-flight refuelling probe was painted metallic black and added in the closed position. With the fuel tanks and Sparrow missiles added, the last job was to scratch build a pitot head from wire as the kit-supplied item is very thickly moulded and looks over scale, then I unmasked the canopy and fixed this in the open position, added the ejection seat and it was job done.



## Conclusion

Wow! what a build! At times it was a little daunting, if not challenging with all the resin and etched parts to fit in and around various construction sections. It is very well thought out and though on first impressions I was put off by the complex nature of the fuselage assembly, in practice I can't see how it would have worked better.

Everything fitted where it should with the minimum of fuss and only a modicum of modelling know-how was

needed for the tricky areas. Though not a model for the beginner, anyone who has worked with large multi-media kits shouldn't have any problems with this at all. Just stick to the 'measure twice, cut once' rule and keep dry-fitting to familiarize yourself with the fit of parts before committing to glue and you will have a great time building this unusual (some might say ugly?) and not often kitted model of a somewhat important type in US Naval aviation history.

SAMI





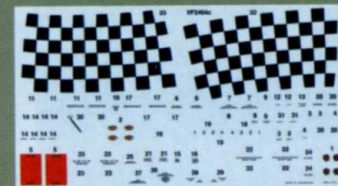
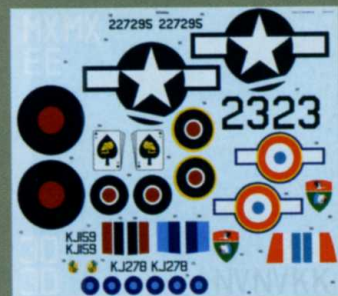
**P-47 Thunderbolt**

Scale: 1/24 Kit No: #2404

Price: £64.99

Type: Injection Moulded Plastic

Manufacturer: Vintage Fighter Series



# Big Building

A first look at the new large scale Thunderbolt from VFS

**A**nounced some two years ago, the VFS P-47 has at last arrived. Crammed inside the same size box as the previous P-40, there are twenty five sprues holding 272 parts, of which 259 are in a mid-grey plastic. Overall the mouldings are clean and crisp, with recessed panel lines and rivet detail on the exterior. Areas such as the engine, cockpit, undercarriage and gun bays have some very nice appropriate raised detail. The clear parts come on one sprue and like the other parts have no blemishes. Last of all there are seven light grey vinyl parts, five of which make up the pilot, with the remaining two being the main tyres. One oddity here, however, is that the inside hubs are moulded with the tyres themselves.

Three decal sheets, printed by Cartograf, comprehensively cover the six versions offered in the kit, and last of all there is a well prepared instruction booklet of A4 size.

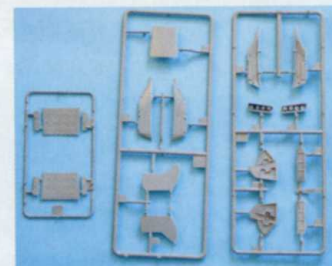
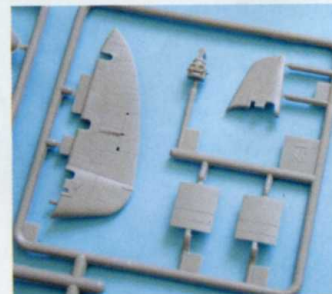
## Construction

Before I get down to the main details of the build, I would like to point out that the mouldings used were pre-production and there were some fit issues, but as I

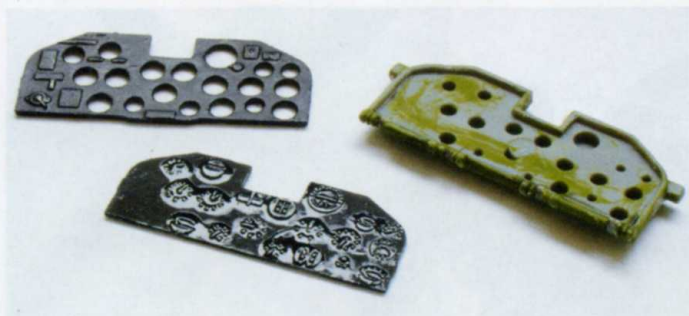
have been assured by Vintage Fighter Series that these problems will be sorted out on the production kits, I will not dwell on them.

Work starts with the twenty-six part cockpit, and here there are a number of options such as three types of gunsights, the early N3B, the Mk VIII and the late K14, which was used on the M and N models. You also have a choice of two cockpit floors, smooth and ribbed. The detail here is very good, and I especially liked the three-part instrument panel. Here the instrument facing is moulded as raised detail on the centre part, sandwiched between the front panel and the backing plate, and the only major thing missing is the instrument panel cowl and anti-glare shield. Once all the items have been painted the end result is pleasing to the eye.

The next section to be made was the engine, which is the highlight of the kit with a great deal of attention being paid here by VFS to the fifty-eight parts. It is a kit in its own right, and once constructed it looks impressive, though if you wish to display it in all its glory you will need to cut open the panels behind the closed cowl flap. These two sub-assemblies fit into the fuselage







The three-piece instrument panel is very effective once built up



The cockpit components painted and ready for assembly

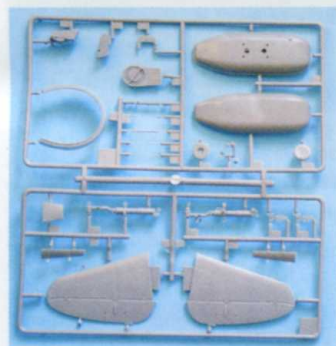


The fit to the fuselage is too low at the moment by around 4mm. Note the wing spars on which it sits

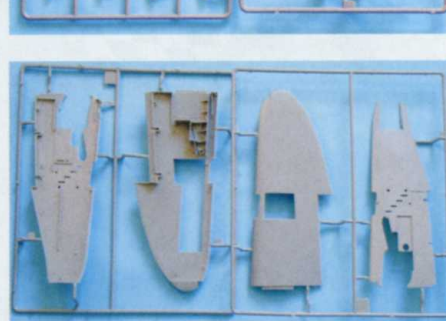
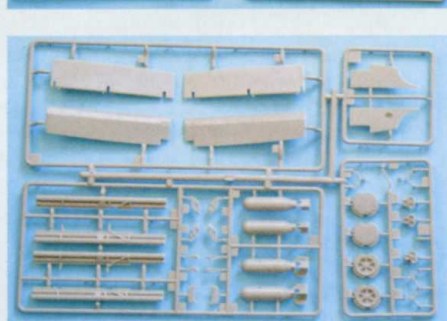
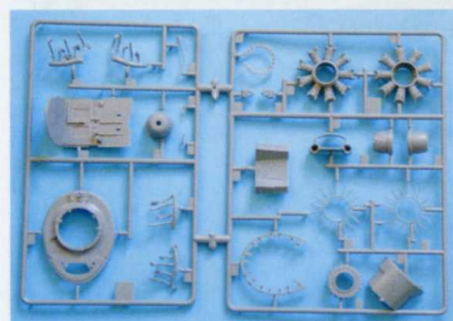
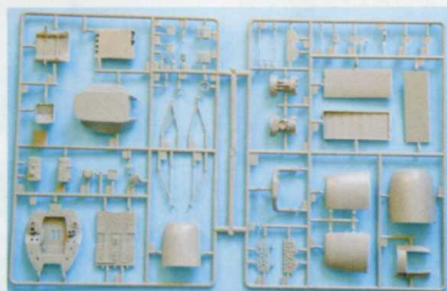
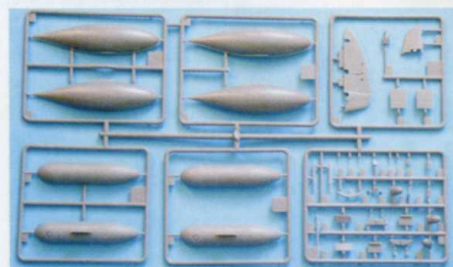


Despite the fit issue, the cockpit fitted into the fuselage with out any problems

The engine is one of the highlights of the whole kit



Once fitted into the fuselage, you can't see the rear detail, unless you cut open the inspection panels



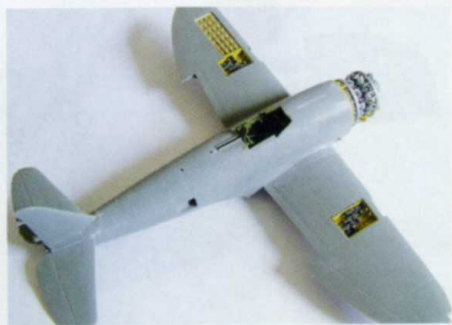




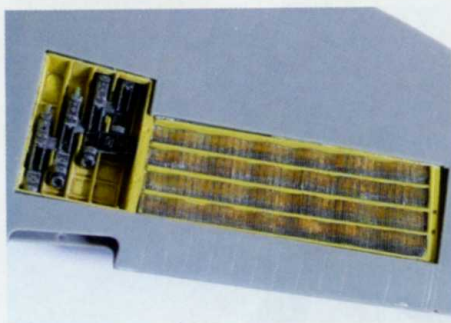
Some work was needed on the pre-production mouldings to get the spine to blend into the fuselage



The outlet for the turbo charger is a little thick and requires thinning down



Once the main build is completed you can start to see a massive Jug emerging in all its glory



The gun bays and ammunition feed trough of the right hand wing assembly show a lot of promise



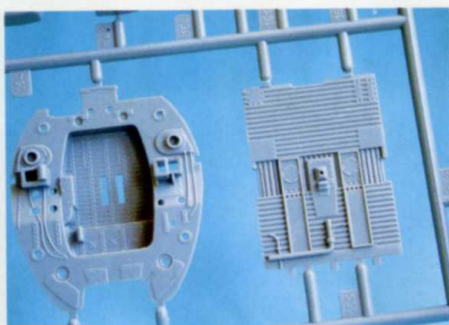
The wheel bays have the same level of detail as the rest of the kit



The clear two-part canopy's fit was exemplary, to the extent that no glue was needed to hold it in place



A wide range of underwing stores is supplied by VFS to finish off your Thunderbolt



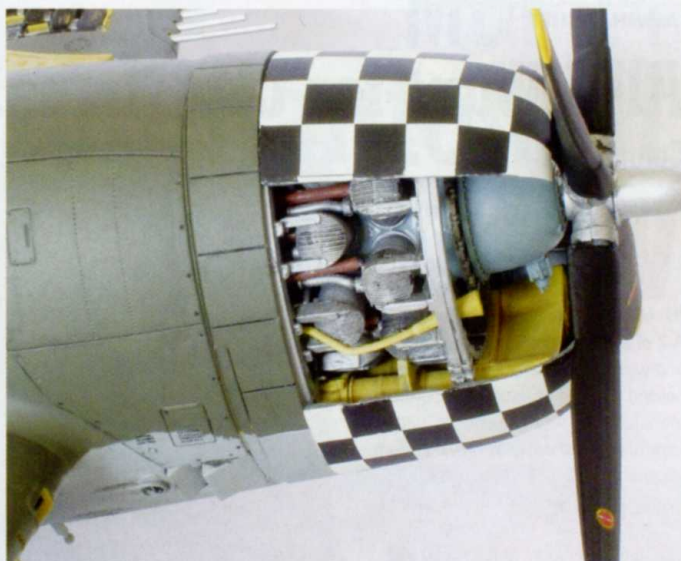
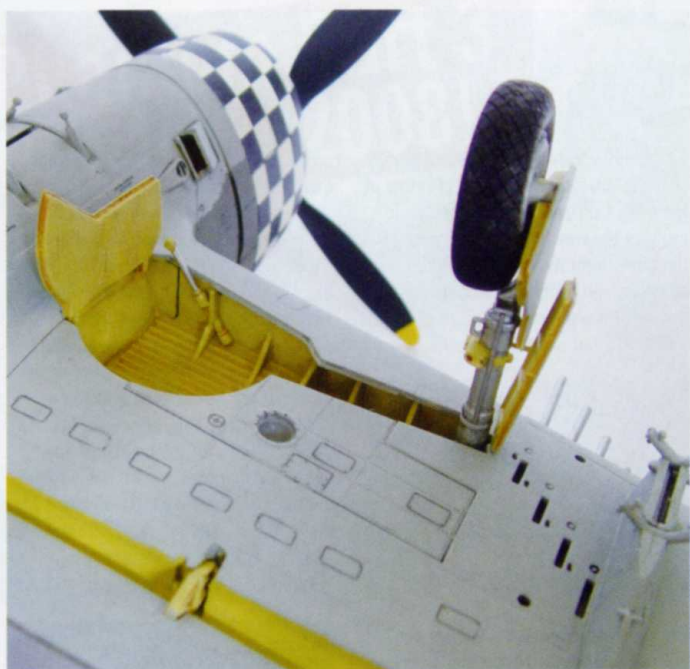
Detail on the interior parts is crisp and clear – as seen here on the rear engine bulkhead and cockpit floor



The spine is separate from the fuselage halves – indicative of further variants to come







along with the two wing spars, while the spine, tailplanes and rudder are constructed separately.

The last major part of the build concerns the wings. Here gun bays are represented as seventeen-part assemblies each, although only the right hand side has the ammunition feed trough. These fit into the lower wing half before the upper is joined. The main wheel bays, you will be glad to hear, are full depth, and as with the rest of the kit's interior are well detailed. The same can be said with regards to the seven-part undercarriage, simple, yet effective, (as is the tailwheel) and despite my initial doubts regarding the integral vinyl wheels and hubs, they painted up nicely without any of the problems I had foreseen.

The last remaining parts of the wings to be fitted were the landing flaps, and these were assembled in the dropped position, though you could easily build them closed if you so wished.

The two-part canopy was given a dip in Klear then painted freehand, and the fit to the fuselage was so good that glue was not used.

VFS give you a selection of under wing stores to fit out your Thunderbolt including two 1000lb bombs, three 4.5" rocket tubes, two types of fuel tank and



**The transparent parts are clear and free of any marks or blemishes**

a ventral tank, and to round off this impressive list of alternative parts, there is a choice of no less than four types of propeller, which is the last thing to be fitted to the model.

#### Colour Options

There are six options and these include two USAAF aircraft from the 78th fighter group, the first in overall natural metal and the seconded in Olive Drab/Neutral Grey, both with invasion stripes. The next two are in RAF service, one from 73 training unit, Egypt 1945, in the standard European finish of Ocean Grey/Dark Green upper surface and Medium Sea Grey underside, and the other from 79 Sqn. based at Meiktila, Burma, in the summer of 1945, with a Dark Earth/Dark Green upper over a

Medium Sea Grey underside and white ID markings. The last two options are from aircraft in French service, one being in overall natural metal from GC 11/5 in 1944 and the other Olive Drab over Neutral Grey from GC 1/5 with no date given.

The decals are well printed as you may expect, and in perfect register, however there was a noticeable bleed through of the white on the side stars 'n' strips on the fuselage over the invasion stripes. Apart from this they behaved themselves and were a joy to apply.

#### Conclusion

Well, if you like your models big, then VFS's P-47D-25 is for you. It's an impressive beast once completed, capturing the look of the Jug perfectly. At this scale, any imperfections will show up and there were one or two issues, but that's what pre-production test shots are about – to find out how it hangs together, and it's not at all bad, in my opinion. Thankfully VFS appear to be on the case, and overall they would appear to have done their research very thoroughly and translated this into plastic with a level of competence that others could do well to emulate. Already Cammett Ltd. are making some very nice resin replacement parts to upgrade



the basic kit.

We can all be grateful that small companies such as Vintage Fighter Series are brave enough to take such a project on, and what's more see it through! In the end the P-47 represents excellent value for money. You get a lot of plastic, a whole bunch of optional parts and decals, but just make sure you have a shelf big enough to display it!

SAMI



# All I Want for Christmas...

## Comment

**W**hen, as Deputy Editor, I first started the *Scaling Down* series in the February 2007 issue of *SAMI*, it was with the simple intention of presenting a brief A-Z of available product in the scale, and was not originally intended to run beyond four or five issues. Support from manufacturers was tremendous, with information and samples provided from all over the world, and the initial 'alphabet' was written and run based purely on my own experiences attempting to model in the scale, and was neither definitive nor one hundred



percent accurate. Since then the mass of feedback and encouragement both from the readership and from within the industry has prompted the editorial team to keep the series running, and while it may sometimes appear almost as an afterthought – just a brief profile of some available product – it will also continue to feature full kit builds. Either way there is clearly an interest, and a space for 1/144 in the magazine, and with a thriving IPMS SIG, and the promise of much more to come from manufacturers is time to have a brief look at how things have improved in the last year and a bit, and to reaffirm *SAMI*'s commitment to all areas of interest within the hobby.

There is no denying the fact that the situation has improved, and while there are still a great many types either unavailable, or far from the mainstream, a number of key fields of interest are



now gathering pace, and have been provided with kits to an extent that the modeller taking them up in 1/144 may reasonably expect more to have come along by the time he has amassed a suitable spread of those already in existence. Thus, with the astonishing Me 109s and Fw 190s from Platz and Sweet, the Ju 52s, Me 262s and Stukas from Eduard, and the promise of Amodel's He 111s, the Luftwaffe fan has a reasonable head start, and may



hope that by the time he has had his fill of these types, there will be Ju 88s and Bf 110s and possibly more to go with them. Platz, Sweet and Trumpeter are, between them, slowly tooling up the Imperial Japanese Navy, and for fans of the latter-day US Navy, there are enough decal schemes now available to build 20+ of Revell's beautiful F-14s and a dozen or so of Dragon's Hornets to go with them.

Decal manufacturers have slowly been coming on side, and Hannants' magnificent Xtradecal sheet for the RAF Tornado was a landmark, and one that we are still waiting to exploit with the arrival of weapons sets for British



aircraft. Fortunately there is resin in the pipeline for both the Tornado and the Harrier, so the Revell GR.7s will come into their own too, and with Fightertown throwing US Navy sheets into the mix, and some nice little pieces turning up from Owl for Luftwaffe Nightfighters there has been some movement. Slow, but a step in the right direction.

My own inspiration for modelling in 1/144 goes back some years to the Huddersfield Show, around 1999, when the USAF SIG put on such a spread in 1/72 I could scarcely believe my eyes. Stars of the piece – to my mind at least – were the C-5 Galaxy and the



beautifully superdetailed C-37 Dragonfly (a model that won a number of prizes at the time, I believe). What appealed to me was the way they had everything on the table, from the largest to the smallest, and everything in between. I decided I wanted to do the same, and the USAF, that ubiquitous global police



force, has always been a subject I've wanted to address, hence the Galaxy under the workbench...

The problem is that any collection needs a good scattering of the staples before the more exotic pieces can come into their own. Thus, before I can start the Galaxy, I need to have a good line-up



of F-16s, F-15s, F-4s and C-130s, four types I regard as an essential basis for starting a USAF collection, and herein lies the problem. The C-130 is now available, with the superb kit from Minicraft, for which Extratech have made a complete etched interior, and BraZ a resin stretched fuselage. The other three, however, remain available only in the kind of venerable old toolings that have been putting modellers off the scale for decades. Dragon's kits from the late 80s and early 90s were ahead of their time for 1/144, but the lack of interior details – those ghostly moulded crew figures – mean you are faced with



some onerous scratchbuilding to bring them up to standard. Bizarrely, this range seems to have been short on F-4s, so the very best currently available kits – either the Platz *gashapon* referred to in this section recently, or the Arie offering – still need as much work and time lavished upon them as the C-5, which for all its size needs only a bit of detail added to the wheel wells and some decals sourced. This, of course, is simply silly, so for the benefit of any interested manufacturer of mainstream injection moulded kits who fancies losing their shirt to make this particular modeller happy, here is an approximate top-ten list of some of the biggest holes



still waiting to be filled in the 1/144 spectrum:

- 1. F-4 Phantom
- 2. F-15 Eagle
- 3. F-16 Fighting Falcon
- 4. Supermarine Spitfire
- 5. De Havilland Mosquito
- 6. Me Bf 109E
- 7. B-17 Flying Fortress
- 8. Eurofighter Typhoon
- 9. English Electric Lightning
- 10. Avro Lancaster

Of course many of these are available in older toolings, and some are in the pipeline, having been announced some time ago. First and foremost is the Phantom. Everyone flew the Phantom, and it is inconceivable that a kit of the type in any scale could tax the profit margins too much. Possibly, the scope such a kit would open for sales of associated aircraft to stand alongside it, might offset the cost of a new tooling further?

This, of course, is ignorance and speculation writ large. Manufacturers make kits that they expect to sell, and can't afford to throw money away on expensive tools that will please only a handful, but if there is some market research out there looking for a push in the right direction, then feel free to take the hint.

SAMI



**Phantom Part 3  
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# MDF 14 F-4 Phantom II

written by Andy Evans

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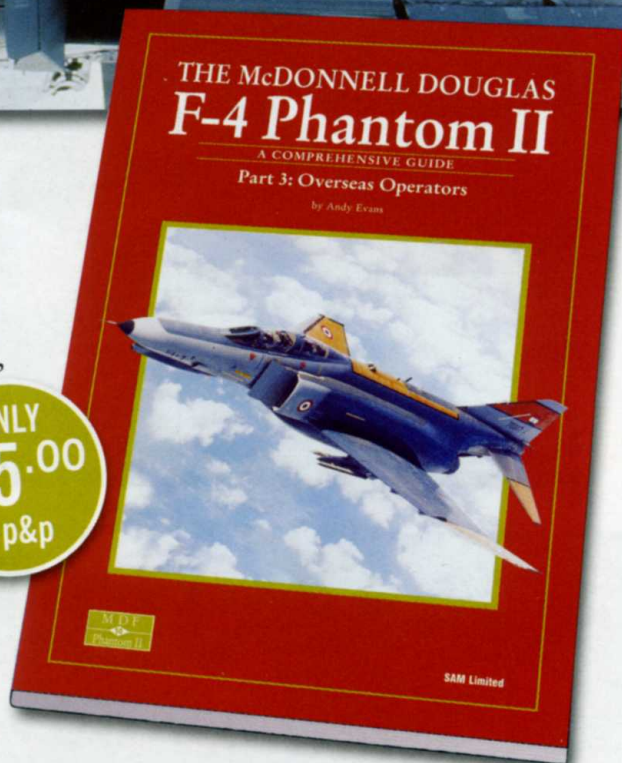
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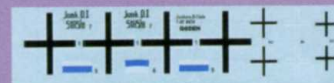


# Junkers D.I



## Junkers D.I

|                                 |                     |
|---------------------------------|---------------------|
| Scale: 1/48                     | Kit No: 434         |
| Price: £78A                     | Decal Options: 2    |
| Panel Lines: Recessed           | Status: New Tooling |
| Type: Injection Moulded Plastic |                     |
| Parts: Plastic 61               | Manufacturer: Roden |
| UK Importer: Pocketbond         |                     |



**T**he Junkers D.I was a revolutionary new design for its day being entirely made of metal in a period when every other aircraft firm was using essentially wood and canvas. Hugo Junkers had patented the design idea of using duralumin tubes covered in corrugated aluminium as early as 1912, and the first Junkers design to enter service during the First World War was the J.I, a heavy ground attack biplane with no bracing wires. Encouraged, Junkers went on to develop a fighter, the prototype of which first flew in September 1917. Unfortunately this had a few problems, the main one being the lack of an engine with enough power for the all metal design. By the second fighter competition of July 1918 the prototype had undergone several modifications to become the D.I and although pilots had reservation about the plane it was seen as ideal for balloon strafing and was accepted into production with a run of 40 aircraft. By the end of the war Junkers had only built 15 and the type saw limited use on the western front during October 1918, although the type did see service in 1919 in the Baltic against

the Russians where the all-metal airframe stood up very well against the adverse weather of the region.

Amazingly out of such a short production run a single example of the Junkers D.I has survived and is now part of the *Musée de l'Air et de l'Espace*, Le Bourget, Paris.

## The Kit

The make or break for this kit was going to be the treatment of the corrugations and on first look these were fine. There are three sprues of grey/tan plastic with a little flash and a few sink marks and ejector pin marks, none of which will be visible, while the third sprue is Roden's generic one containing the engine and armament. The fuselage is split into four parts - top, bottom and sides - which eliminates the problem of a joint line down the spine of the fuselage. There is a minor problem with the interior of the fuselage in that it does not have the corrugations moulded on the inside, although to mould these with the required scale thickness I am sure would be rather difficult if not impossible. Fortunately this is made up for by there being a very complete

framework of formers and bearers to make the interior look busy.

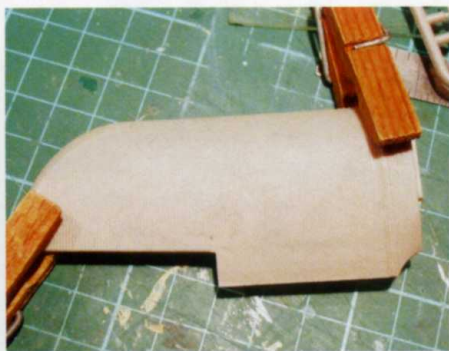
The parts looked promising so it was on with the build. I started with the engine which went together with no problems and while this was drying I identified all of the interior parts I could glue together before they were painted so that they could all receive a coat of silver paint at the same time. I used Games Workshop Chainmail for the interior framework with a wash of their black ink. I picked out the switches on the instrument panel with brass and the dials with white, which then had some black applied with a pin to represent the needles and numbers, as again no decals were provided for the panel.

The seat is a rather strange two-part affair, the back of which needs to be bent into a curve so that it can be glued to the seat base. I must admit I found this rather tricky but with perseverance it did stick (eventually...). The control column and seat support is a fiddly and delicate sub-assembly, and I'm afraid the triggers off my control column disappeared onto my workroom floor not to be seen again, although I did find a wheel from another project





Wing halves under construction. Control surfaces are separate and can be posed to suit



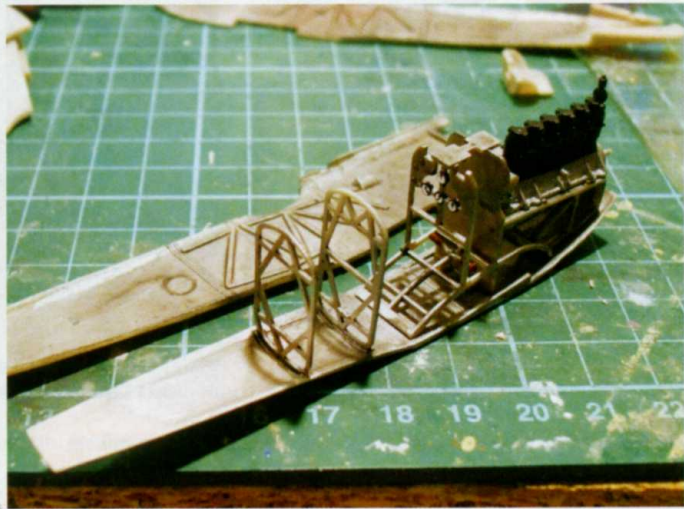
The corrugations are nicely produced – a make or break factor in a kit of this type of aircraft



A little work was needed to assemble the seat correctly



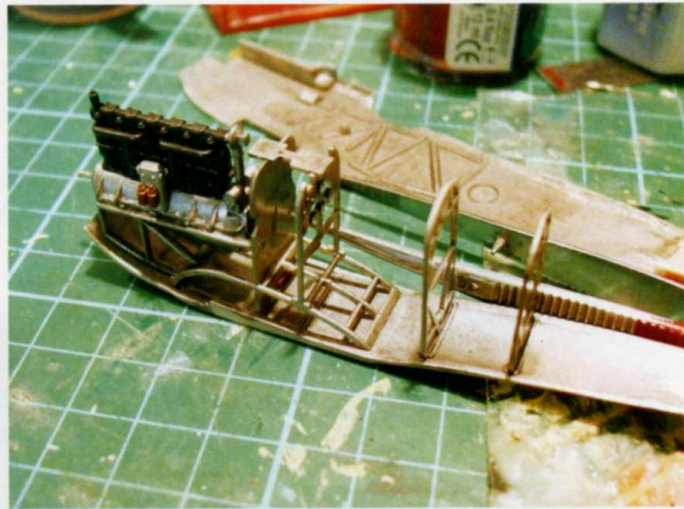
The lack of internal corrugation detail is offset by the nice framework parts provided



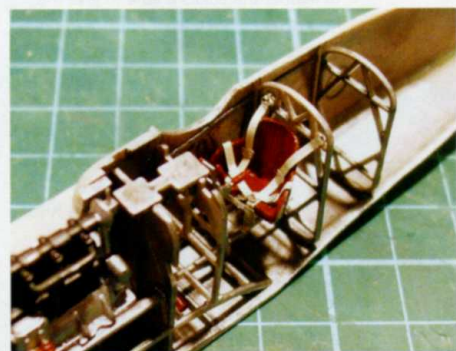
The square-section fuselage builds up without prominent seam lines



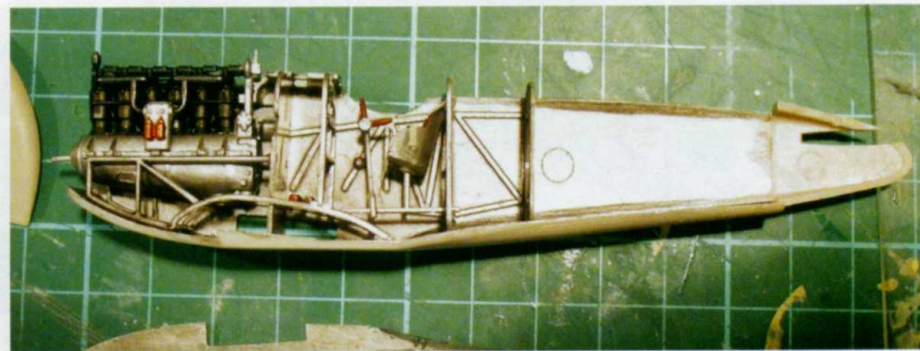
The all-metal interior was painted with Games Workshop Chainmail paint



Little of the detail provided for the interior will be visible on the finished model

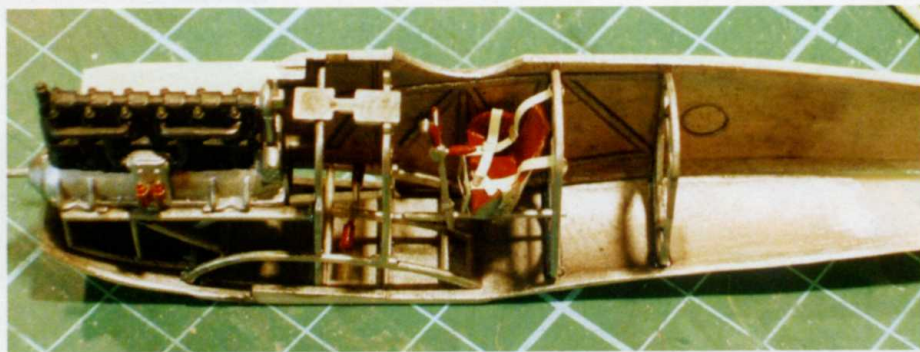


A set of Eduard colour etch belts is a welcome addition

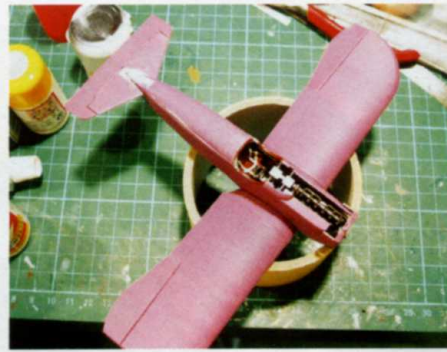


Fuselage assembly continues. The engineering of the kit ensures a good all-round fit of the main components





The completed interior. The simplicity of the original design is apparent



An aircraft the Pink Panther would be proud of



The first coat of green camouflage brush-painted on



Ready for decalling – modelers unfamiliar with the genre may raise an eyebrow at the colours – but they are correct!



Components undergoing painting prior to final construction

which I lost months ago so perhaps there is hope! I added a set of Eduard colour-etched seatbelts to the seat to finish it off before the fuselage was all glued together.

From this point things moved rapidly. The wing halves were glued together, and the tailplane and separate elevators were glued on followed by the wings and ailerons, and before I knew it I had a basic airframe ready to paint. I had

offset the control column and the rudder pedals and the separate control surfaces were posed to reflect this.

#### Colour Schemes

There are two schemes offered on the instructions:

- 1) An example, serial number unknown, Belgium late 1918, with a brown fuselage and camouflaged wings. The printing on my

instructions made it difficult to discern the pattern on the wings. This example had a blue and white band behind the cockpit and is featured on the box art.

- 2) Serial number 5185/18 western front late 1918. This machine was in the more familiar Junkers green and mauve disruptive camouflage scheme with pale blue underside and was my choice.

#### Painting and finishing

Roden throughout recommend the use of Model Master paints for the finish, but my model supplier does not stock these paints so I used a mix of paints and brands, Citadel (Games Workshop), Humbrol, Xtracrylix, Revell and Polly Scale.

I began by brush painting the underside with Xtracrylix lichtblau which looked right compared to pictures of the preserved example in Paris. The top was then given a coat of Polly Scale WW1 German Mauve. It was at this point I realised I had not dealt with the slight short mould my example suffered from by the tailplane so it was out with the Humbrol filler to carefully build up the rear of the plane without filling the corrugations on the tail; I'm afraid my finish was not perfect but it did the job.

After a couple of coats of the mauve it was time to apply the green camouflage. Looking at photographs of the Paris Junkers this would appear to have been applied with a spray gun. I brushed the green onto my model trying to feather the edges a little to give the impression of a sprayed finish. I'm not sure if I was entirely successful but it does not look too bad under a coat of matt varnish.

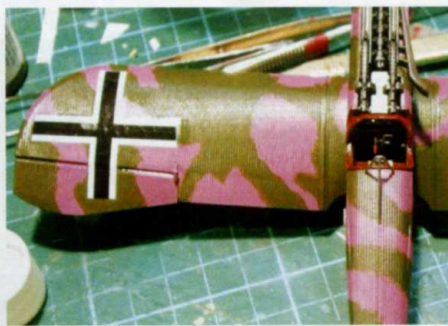
Once the undercarriage was added, along with the guns and exhaust, it was time to give the model a coat of Johnsons Klear to get a good surface for the decals. I had high hopes for the decals as the last two Roden kits I have built recently had nice thin decals that did not split and settled really well. The ones in this kit were nice and glossy but rather thick and were prone to



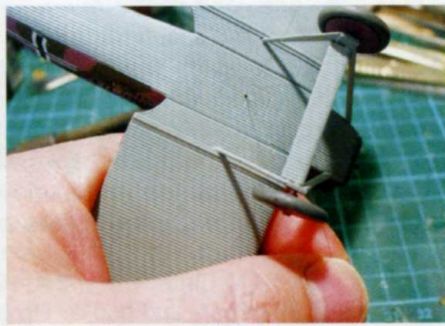




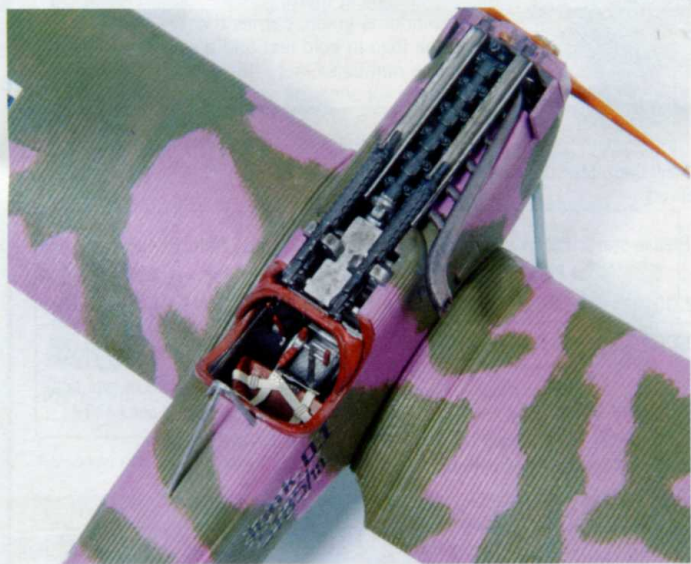
The decals needed a bit of treatment to get them to settle in the grooves



A little silvering cropped up during the decalling process



The final touch was the rigging on the undercarriage



splitting. I used rather a lot of Micro Set and Sol to get them to settle into the corrugations and even with this I was not entirely successful and there was some silvering as a result. I gave the model a coat of Revell acrylic matt varnish to seal all the decals in.

The final thing to be done to the model was the thing which puts some people off WW1 aircraft – the rigging. This model I think must be the easiest WW1 plane to make and rig as it is a monoplane and requires only two wires for the undercarriage, for which I used smoke coloured invisible mending thread.

corrugations and the decals being the most obvious, but neither is insurmountable. Despite these the model builds very well with no major fit issues into an accurate looking Junkers D.I and Roden are to be congratulated for producing a kit of this perhaps little known but revolutionary aircraft which paved the way for future aircraft design.

The kit is ideal for the modeller who has been tempted by First World War planes but who has been put off by the number of wings and the rigging; there are fewer wires on this than the average radio aerals on a WW2 fighter!

SAMI

### Conclusion

This model does have a few minor problems – the lack of the interior







# Boeing 737-800

Scale: 1/144 Kit No: 04202

Price: £13.99

Type: Injection Moulded Plastic

Manufacturer: Revell AG

US Importer: Revell-Monogram



# Milton's Schemes

## Part Four: Revell's 1/144 Boeing 737-800

by Garry F. Prettyman

**A**s a young lad, I went through a phase of building any Airfix airliner I could get my hands on, most memorably the Boeing 707, Boeing 727, and the mighty Boeing 747. Recently, at a club meeting, the club members were asked if they would like to build an airliner for a feature in this magazine. Having not made one since my childhood I thought it would be a nice trip down memory lane and would also make a nice change from the 1/32 aircraft kits I normally work with. The model I chose to do was the Boeing 737-800 from Revell.

### A Short History

The Boeing 737 series of aircraft is the most popular airliner of all time, with some 7,000 aircraft already built, and was first designed as a short- route

complement to the 707. Its main rival at the time was the BA -111 and the SUD- Aviation Caravelle.

Boeing used much of the 707 design for the 737 and this included the same fuselage cross section. The engines were fitted under the wings and proved to be a great success with the mechanics as they could gain access to them without the need for bulky stands. Lufthansa, the German airline, was the first customer and they received 22 aircraft.

The next variant to come along was the -200, which was slightly longer and entered service in 1968. There have been five major subsequent developments to the aircraft - these include the -300, -400, -500 and now the 600-900 series. Many aircraft have been retro-fitted with the CFM 56 engines, which has improved

performance and fuel economy immensely. These newer aircraft feature small winglets which have been fitted to the tips. The winglets improve drag characteristics and help in reducing fuel consumption.

### The Kit

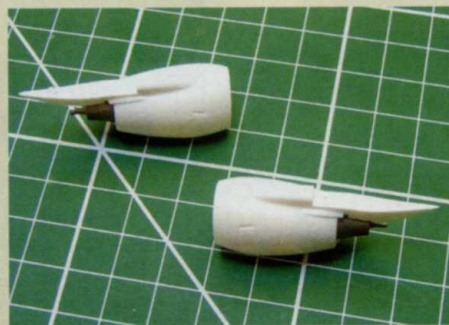
The kit comes in Revell's usual style of packaging and consists of one clear and three white sprues. The parts themselves show excellent detail and the panel lines have been delicately recessed. Two decal options are provided - B737-800 Air Berlin (D-ABBC) and B737-800 Sobelair (OO-VAS).

### Construction

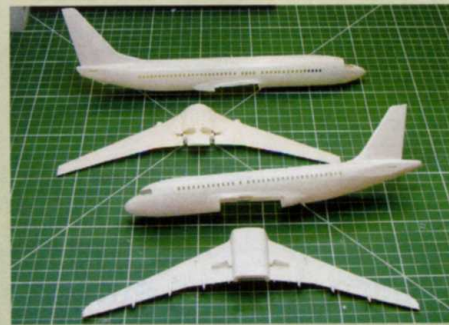
I began by putting some weight into the front part of the fuselage. Revell suggests about 20 grams and I fixed this evenly to both halves of the



Model in the process of being painted



Engines assembled and ready for painting



The Boeing on top and an Airbus 380 during construction





fuselage with superglue, which worked just fine. The fuselage halves were then joined together and left to set fully. Once dry I began to sand down the join line until I was satisfied with the finish and the line had disappeared.

Next, I turned my attention to the wings which are a fairly simple affair, simply consisting of upper and lower halves, and when these were joined I attached the winglets to the tips. Before constructing the engines I first painted the fan blades and the exhaust outlets using Alclad Dark aluminium and when dry I fitted the blades and exhaust to the right side of each engine nacelle and then assembled the two halves around them. One thing I really did like was that the front of the engine nacelle was a separate piece, enabling this to be painted and installed after the rest of the engine and nacelle had been finished.

The join at the wing root was excellent with no filler required at all, but I decided the tailplanes would be better left until the final part of the build. The undercarriage units were assembled and painted as per the instructions, and set aside until the



#### The superb decal sheet

end, and with all of the construction completed as far as possible it was now time to start painting.

#### Painting and Decaling

The scheme I had decided to portray was the 737 from the Belgium airline Sobelair. The whole of the fuselage is white so I started with Halfords white primer. When dry I checked over the airframe just to make sure I didn't need to do any remedial work, and happy with the result so far, I prepared the model for the final coat of paint. I used a well worn piece of fine sandpaper and gave the complete fuselage a light rub down to remove any unwanted blemishes. Then, as a final step, I used a fine piece of MicroMesh to finish off the sanding.

With the dust residue now removed I sprayed the fuselage in Halford's Gloss Appliance White. This paint gives a superb finish and dries quite quickly. Just to be on the safe side, though, I left mine to dry overnight.

Once the fuselage was dry I started painting the wings. On the decal sheet provided by Revell there are silver segments to fit on the leading edges and tailplanes. I wasn't sure how these would work so I decided to paint them on using Alclad Aluminium. I masked the fuselage before I sprayed the wings and tailplanes in Xtracolour Boeing Grey (X301). The tail and engines were sprayed with Xtracolour US Airways Dark Blue (X342).

Now that all the painting was complete it was now time to apply the decals. The decal sheet supplied is excellent and comes, I believe, from Daco products, so the quality is assured. On the decal sheet is a colour paint chip for you to match the blue for Sobelair and red for Air Berlin. For the red colour Revell only gives you a colour mix percentage so you will have

to mix your paint to match the paint chip (very tedious). For the Blue they do give you a paint number which is Ultra Marine Blue Gloss (RAL 5002).

The decals went on without any problems and I just used the normal setting solutions, MicroSet and Sol. With the decals applied, I left the plane to dry overnight. Finally, I fitted the tailplanes and the undercarriage and this completed my Boeing.

#### Conclusion

Over three decades have passed since I last built one of these aircraft. The quality of the kits has certainly improved during that time (as has my modelling). Construction is straightforward, but the key to a beautiful looking Boeing is the preparation and painting. The gloss paints really helped to make it stand out and I was extremely satisfied with the finished product. It may have been the first one I've made in many years but it certainly won't be the last.

SAMI



You can just see the nose weight in this photo

#### Decals

A number of recent releases have turned up for the 737-800:

- Apollo D Cal #44011 1/144 Boeing 737-800 North American £7.00
- BOA #14411 1/144 Boeing 737-800 El Al £4.99
- BOA #14412 1/144 Boeing 737-800 Travel Service £4.99
- BOA #14416 1/144 Boeing 737-800 Futura Air Lines £4.99
- HAD #144002 1/144 Boeing 737-800 Malév Olimpia 2004 £7.00
- HAD #144005 1/144 Boeing 737-800 Charter Service £7.00
- MASP #4046 1/144 Boeing 737-800 Transylvania £5.50
- Twosix #44015 1/144 Boeing 737-800 Royal Air Maroc £9.00
- TwoSix #144398 1/144 Boeing 737-800 Caribbean Airlines £8.00

#### Accessories

Extra Tech's set for the type (#14408/£7.40) is a welcome addition to their small but growing range of unique etched details in the smaller scale.





# Flanders' Modelling Festival 2008

**O**ne of the bigger scale modelling events in Belgium is the annual Flanders' Modelling Festival, usually taking place early March. The contest always offers a wide selection of interesting models, with a nice balance between aircraft and military vehicles. The most attractive part is the really big trade show, with vendors from many countries, including even Eastern European countries. I saw the brand new Azur IAR-39, but failed to pick one up. It's very hard to keep one's wallet closed, not to say impossible.

The pictures will show a small selection of the 50 to 75 aircraft models in the contest. All scales were represented, including 1/144, which was well represented, largely by military types – unusual as this is usually a scale in which civil aviation predominates.

SAMI



Grumman Tracker in 1/72, most likely the Hasegawa kit



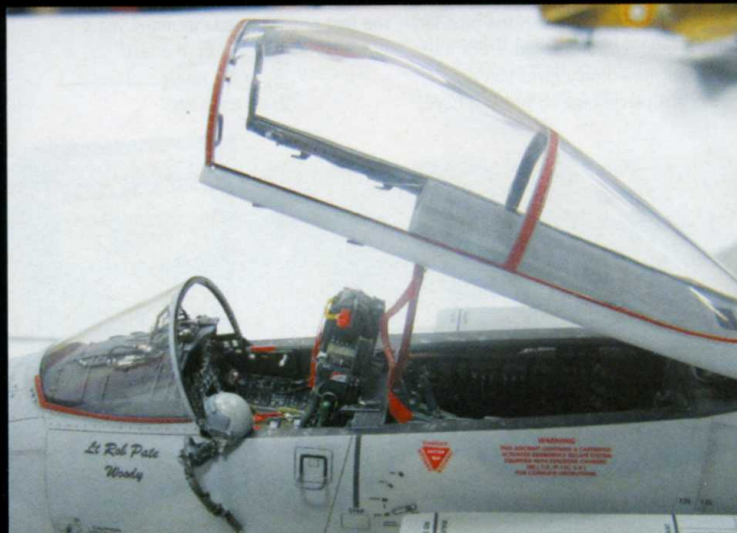
A 1/72 Bv 138 in a diorama, note the very realistic water



B-17D build from the 1/48 Monogram B-17F kit, with the Koster conversion set



A Coastal Command B-17 in quarter scale, one of the biggest models in the contest



Big scale 1/32 F-15C cockpit end



Big scale 1/32 F-15C tail end, note the highly detailed exhaust nozzles





At first I thought this to be the all-new Special Hobby Harpoon, but nope... it's a reworked Academy Lockheed PV-1 Ventura



Really big scale P-51D Mustang



A big scale B-25J with a lot of guns



The Avro Anson is now available as an injection kit in 1/48 as well, let's hope we can see it more often now



Front end of the Lockheed PV-1 Ventura, showing the attractive pin-up



1/48 He 112 in Legión Cóndor markings



Large scale Westland Wyvern from Trumpeter with folded wings





One of Academy's finest kits in 1/72 is the Curtiss SB2C-4 Helldiver, also known as The Big Tailed Beast, or more often 'Beast' by its crews



A 1/48 scale Pilatus PC-6 Turbo in Australian markings



The F-15C 'Gonzo Fury' in all its glory, build by Christian Gerard from Germany



A Libyan Air Force L-39 Albatros in 1/48 with a lot of detail



Lockheed YF-12 in the quarter scale with a nice black finish, a model you don't see at every show



Jaguar GR.3 build from the 1/48 Airfix kit, spiced up with a Neomega cockpit set and Paragon flaps and slats



One of the few Belgian subjects in the contest was OO-AWL, a Sabena DC-3 in 1/72



A Huma 1/72 Junkers 287 being readied for flight



1/48 Hasegawa F-4 Phantom with a Blackbox cockpit set



# All Together Now...

**M**odelling by its nature is a solitary hobby. It would be rather ludicrous to watch a bunch of modellers working on the very same kit at the same time – although it might make an interesting comedy act for your model show's talent contest.

However, there are ways for a model club to work together on a project and the members of the IPMS/Craig Hewitt Chapter in Phoenix, AZ, have recently completed an award-winning display.

Each year at the IPMS/USA National Convention, there's a contest category specifically for groups or chapters. The intent is to provide a forum for displaying a project that is too extensive or complex for a single individual to complete in a reasonable time. Subject matter, time frame, scale, location, etc. are open. First place in this category is acknowledged by a special award, the General George Armstrong Custer Cup. This is a rotating award: the winning group or chapter has its name engraved on the award and retains it until the next convention. At that next convention, they may defend the award with another

entry, or turn it over to the next winner in rotation. This rotating award is intended to promote club activities and a healthy competition.

The idea for a Phoenix Chapter group entry was first mooted at one of the group's regular coffee klatches that take place at a member's home. As Phoenix is 'only' a 350-mile drive from Anaheim,

club decided to build every type stationed at the base from 1941 to the present; they also decided to include F-16s from each squadron currently stationed at Luke. Since there were nine squadrons, including two FMS (Foreign Military Sales - Singapore and Republic of China) and one Reserves squadron, that meant nine F-16A/C/D models. Also included were aircraft as diverse as the AT-6 and P-64 from the early days, the P-51, T-33, F-84G and F-100 from the '50s and '60s, the F-104, O-2, F-5E and F-4G from the '70s, and the A-7s and F-15s that operated in the '80s. To serve as a centerpiece, one of the modelers built a SPAD XIII marked in Frank Luke's markings, with a figure to

represent Lt. Luke. There were a total of 30 aircraft in the display, all built to 1/48.

One club member, Chris Nadeau, volunteered to build the platform and bases for the display. Another, Craig Pierce, volunteered to build a representation of the water tower at Luke AFB, a distinctive feature of the field and visible for miles around. It has the wing motto for the 56FW, 'Beware The Thunderbolt,' painted around the top. This is the only piece of the display done to 1/72, since it would have been about 6' tall in 1/48!

That this exhibit won first place is testament to the skill of the builders, as the display faced some very stiff



competition from a number of entries. Returning in triumph to Phoenix, the question was what to do with the display. After going on show at their annual Modelzona contest and show in November, the Phoenix chapter set up the donation of the display to Luke AFB. IPMS/Craig Hewitt President, Steve Collins, takes up the story:

"On January 26, 2008, a couple of dozen of the builders and other club members had the honor of meeting Brigadier General 'Tom' Jones and presenting him with the collection of models representing the aircraft flown and maintained at Luke AFB since its inception. It is dedicated to the finest combat aviators and aircraft maintenance personnel in the world. In his remarks, he said he was one of those 15 year old kids who built models in his youth, but the real airplanes had kept him from getting back to them as he got older. Then he went out to the display case, got down on his knees and talked about every one of the planes in the case. He mentioned people he had known who had flown various of the planes displayed and asked questions about the ones he didn't know about. For a while there, I think he was that 15-year old boy looking at the models.

"Luke AFB recently hosted the Air Education & Training Command commanders' conference. Gen. Jones requested the collection be used as part of the atmosphere at the 'ice-breaker' get-together the first day. Apparently the display was such a hit among the Colonels and Generals that one Major had to spend most of his evening answering questions about the collection, where it came from, who did it, 'can I have that one,' and that sort of thing. And Gen. Jones had a big smile on him every time he looked that way."

Congratulations to all the guys at Craig Hewitt – a wonderful idea brilliantly executed and a terrific profile-raiser for our hobby. My sincere thanks to Steve Collins and Bruce Briggs for their help in compiling this article.

SAM



www.ipmsusa.org





# Letter of the Month Competition

Revell UK are offering a monthly prize for Readers' Letter of the Month.



Congratulations to this month's winner of the Revell 'Letter of the Month Competition'. Mr Ramsden receives a selection of paints from the new Revell Aqua Color range.

## Send Your Letters To...

Please send your comments, questions and feedback to the editorial address, clearly marked 'Feedback'.

## Readers' Feedback

The views expressed in this column are not necessarily those of SAM Limited. Readers' address details must be supplied but we will publish them only if the letter is considered to be a request for assistance or further correspondence from the readership.

This page will be used to publish letters we receive from the readership that relate to articles previously published in this magazine. These letters will add to, update or revise such articles.

This is a clear detail shot of the nose of number 22 and shows that Techmod's numbers are slightly too small. An unkind colleague suggested that the squatting pose of the gentleman in the cockpit suggested that he was carrying out an act expressing his dislike of the Nazi regime but I prefer to think that this is Herr Ernst Gerbrecht, the pilot, taking up his position at the controls. This photo shows that the fronts of the propeller blades are a different colour from the roots and the spinner. What the colours are is open to conjecture but neither is dark green



# Definitely D-INKY

## LETTER OF THE MONTH

It was interesting to see the *Modellers Profile* on the Me 108 in the latest issue and I congratulate Andy McCabe on a very nice model. I hope I'm not going to disillusion him too much! As director of the Manx Aviation and Military Museum I am lucky enough to have access to a large number of historic documents, including original photographs of the competitors in the 1937 Isle of Man Air Races.



If you ignore the ambidextrous fascist salutes of the youth of the Isle of Man, and compare the shade of D-INKY's registration letters with the white disc on the tail, it shows that the registration letters were not white but cream or possibly pale grey.

These photographs show that the Me 108, race number 22, was definitely not D-IHDD as provided in Techmod's decal sheets in 1/72 and 1/48. I don't know where Techmod got their information from but only two Me 108s took part in the races in 1937; D-IOSA, race number 21, and the splendidly-named D-INKY, race number 22. I have pleasure in submitting some of our historic photographs for publication in order to set the record straight.

None of the photos shows the wording 'Messerschmitt Taifun' below the cabin door but the stylised bird logo can be seen on both sides of D-INKY just ahead of the cockpit.

Three Me 108s returned for the 1938 races. These were D-IDNT (race number 26 and another excellent registration), D-IOSS (27) and D-ICIS (28). They were accompanied by the very rare and not unattractive AGO Ao 192 Kurier, D-OCTB, which resembled a cross between an Anson and a He 111. Unfortunately photographs for this year are rare and of poor quality.



Our photos of the Me 108s vary in quality from fuzzy Box Brownie to highly defined and the original of this image, despite not being very sharp, shows that race number 22 has registration letters N and K under its port wing. The Y is not clear but the letters are definitely not HDD. This photo also shows that the race number 22 in a white disc appears under the port wingtip – very important from the spectators' point of view!

Museum has, in addition to the exhibits which are on display, an unbelievable archive of papers and photos spanning a full century of aviation. We might be unusually lucky here in the amount of material which we have been given but I would urge all modellers to contact their local aviation museum to find out what they have got tucked away. Very often photos are kept in store, never seeing the light of day and who knows what mysteries they might solve if they were to be seen by the right person? Many of my own long-standing questions have been answered by material handed in to the museum.



This is our only clear photograph of race number 21 but it is useful in that it shows that the walkways on these aircraft were not black but possibly a grey shade. It also shows some lettering on the top surface of the flap. I presume this is a warning such as 'Nicht Betreten' – 'No step.' Note that the race number is in a white square on this aircraft. The rear face of the propeller could well be dark green



This shows what the stencilling on the rear fuselage actually says on D-IOSA. It appears that again Techmod may be a little adrift in their decal interpretation, which consists of 9 lines of script rather than 5. It also shows that the upper limit of the red band on the fin and rudder on this aircraft extends above the top of the fin, unlike on D-INKY where the top edge corresponds with the top edge of the fin. As a result D-IOSA's white discs and swastikas are larger than those on D-INKY.

The Isle of Man is very fortunate to have had close connections with many historic aircraft and aviators. Our volunteer-run Manx Aviation and Military

Involvement with the museum has also taught me not to be too pedantic with aircraft colours. We have an Anson Mk.I engine cowling which had been repainted several times in its wartime career before it disappeared into a farmer's barn for 50 years. Every time it was repainted the dark green and dark earth paints were different shades. Interior green varies even more and we have got Spitfire cockpit bits which are an unmistakable eau de nil colour.

**Ivor Ramsden**  
Manx Aviation and Military Museum

PS. Sod's law decreed that Andy used the Me 108D version of the instrument panel, rather than the correct B version. Replic magazine no. 129 has all the answers.

Many thanks to Ivor and the Museum for providing these priceless images and data. Feedback is always happy to receive similar material relating to articles published.



## Rocket Man

I was interested in Steve Palmer's *American Patrol* column in May's *SAMI*, especially as it fitted in quite nicely with your current debate over whether there is a place in the title for space models!

As a long-term science fiction fan, as well as a modeller of umpteen years' standing, I personally have no problem with accommodating space models in the pages of *SAMI*, especially as it's such a specialist subject that I don't really have the time to track down the specialist websites and/or small-press magazines that I hear rumours about covering it. But these are such grey areas: for instance, the venerable *Airfix*



Bristol Bloodhound would surely merit space in your journal precisely because the prototype was a product of such a notable manufacturer of aircraft, and a model of the RAF's *Thor* ballistic missiles would surely have a place just because they wore their RAF roundels with pride and were an important part in the history of Britain's nuclear deterrent which (as any fule kno) is mainly the story of the V-bombers. Looking further afield, NASA ran (and continues to run) a considerable fleet which has some fascinating aircraft, and gives the opportunity to depict notable warplanes in more peaceful guise; the V2 was the target of one of the more daring operations of the RAF (a lady friend's mother was a Luftwaffe secretary at Peenemunde and for many years spoke with admiration of 617 Squadron's undoubted prowess at 'proper' precision bombing!), and conventional aviation



played and continues to play a big role in the Soviet/Russian space programme. And if you consider the recovery of returned space capsules, there's a whole range of subjects and schemes that can be covered.

'Spaceflight' has the word 'flight' in it, so I suppose it's a legitimate subject for *SAMI*, though I think that models of satellites, space stations, fictional starships or other devices that have no connection with Earth's atmospheric envelope are really outside the scope of the magazine. I suppose an occasional

series under the heading 'Look! No wings!' could accommodate spacecraft, missiles, ground equipment, airfield installations and even perhaps balloons and airships!

And Steve Palmer's article? Well, you don't have to go so far as America to see this beast in all its belligerent pointyness. The Dutch Air Force museum at Soesterberg has a Nike Hercules battery on display - pictures attached!

Robert Day  
Coventry, UK



## Right Wheel

In the review of the Xtrakit Spitfire Mk XII, Ivor Ramsden asks why only the EN serials had fixed tailwheels. The first six MK XIIIs were converted from Spitfire MK VIIIIs which had retractable tailwheels. The prototype MK XII, DP845, later had its retractable tail wheel replaced with a fixed one.

The early production Mk XIIIs, EN serials, had fixed tailwheels because

their rear fuselages were 'stock' items taken from the Mk V production lines. Later production MK XIIIs, MB serials, were built with Mk VIII type retractable tailwheels. Some sources say they were based on MK III airframes. The MK III Spitfire was the first to be fitted with a retractable tailwheel.

Antoni Lachetta  
via Email

## 'Reviewing the situation'

After reading the comments in Feedback made by Mr Windham in the May issue, I feel I had to write this in response to his letter. Having been reviewing kits for *SAMI* for three years now I believe the requirement for a review is to write an accurate account of the kit that will hopefully be an invaluable piece of information to the prospective consumer.

When writing review reports on kits, the reader would expect to hear the good, the bad and the ugly about it and the reviewer will have that in mind from the minute the postage packing is removed revealing the box art, to that last aerial being attached. This usually involves extensive background research to check accuracy of parts, colours and markings, and to come up with ways to correct faults by recommending aftermarket replacement parts and alternatives etc.

However, this additional work may minimise the time between deadlines to spend actually building and finishing the kits that are sent to us. There are also times when the regular review builders will have more than one review kit on the workbench at one time, and my point is that review builders are not robots, we are human and as much as we endeavour to produce an accurate report from our observations, building experience and research, we are also prone to the odd oversight here and there.

Bear in mind many of us cover diverse types that we may not specialise in, and the logistics involved in ensuring that each of the many kits received by *SAMI* is sent to a reviewer with the expertise, references, and time to verify its total accuracy are simply impractical.

David Holman  
via Email

## Lookalikes

As your correspondent in the last issue (*Battle of the Bulge*) perhaps mistaken the Yak-9 for the MiG-3? It is an error I frequently make myself on account of both having little stubby wings and a propeller at the pointy end.

All these WW2 machines look the same, which is why I now stick to building only those aircraft that have dropped live ordnance upon my fellow



human beings within the last two decades.

Colin Byle  
via Email



## Race into Space

In your *SAMI* April 2008 edition, you asked readers to provide their thoughts on including rockets and spacecraft in the magazine. I would say include them. While aircraft purists would decry any attempt to expand the perspective, I think there is value. By including spacecraft you can include the Space Shuttle and Soyuz. Also by going into space and rockets, a different

perspective can be explored. This exploration can also bring different building techniques and methods that normally are used with aircraft but can be used to expand and improve the modelling experience.

I say go for it and include rockets and spacecraft.

Mark  
via Email



## Sticky Fingers

I read Neil Pinchbeck's article about building a kit with his grandchildren and agree with his comments about the understanding of basic instructions learned from building kits when young. At the end of the article Neil mentioned that you would like to hear from anyone trying to encourage children to enter the hobby.

Last summer my 8-year old son was complaining that it was unfair that his older brother's school had a model club, but his didn't. We decided to ask the Headteacher if he would consider letting me start a club. My son, Daniel, had said that he did not know any other children who made models so I didn't really expect to hear any more about it. A week or so later the head said he was willing to have the club if I would run it, subject to a C.R.B. check, and that he would mention it at the next school assembly to see if there were enough children interested. You can imagine how astonished I was then when I was told that more than 50 children wanted to join!

That was the easy bit done, now I had to ensure that there were actually some models to make as the school does not have any funding for such activities, and I did not want any of the kids to be excluded because of parents not being able to pay. Airfix very



generously sent us 50 1/72 Spitfires, and I got considerable interest from smaller suppliers. At this point I must say a very big thank you to Martyn Weaver at Airfix for the Spitfires, Robin Carpenter at Cammett Ltd, who sent us a box full of kits and tools, and David at SBX Models who also sent us a box of kits and paints. I must also thank Mr. Mark Peacock who sent us kits and paints from his own collection.

We decided to start with 8 in the class to see how I coped. After a quick lesson on clipping parts off the sprues and cleaning up with sanding sticks they were off. They soon got the hang

of the clipping and sanding and the session flew by – we barely had time to get the glue out when parents arrived to collect the children. After the first couple of sessions the children asked if they could have longer. Unfortunately the school has a limit of 4.30 on after school clubs so we were only able to add another 15 minutes to the session.

Now I'm afraid I must use some nasty words – Health and Safety.

The club had been running nicely for about 8 or 9 weeks, when a member of staff noticed the smell of the polystyrene cement, and asked me to find out what was in it as the school

has a list of banned substances that they have to abide by. I got the health and safety data sheet from Airfix for the Humbrol poly cement, and from Games Workshop for theirs, and unfortunately the main chemical ingredients of both glues were on the list. This meant that unless I could find a safe alternative glue the club would not be able to continue. Eventually I got on to the Testors website, and discovered their non-toxic poly cement! It seems incredible to me that there was a non-toxic glue out there, but that nobody seemed to know it. Surely this is a product that should be on the shelves of every model shop, and in all the kits packaged as gift sets that are clearly aimed at younger modellers?

The club is back up and running again now, and we have increased the number of children in the group to see how many we can cope with at one time. It is great to see all that concentration again and models taking shape.

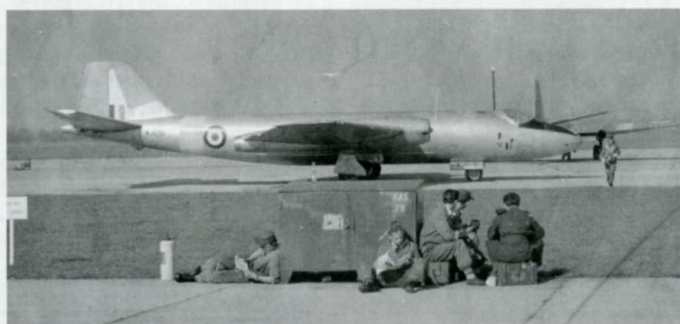
If anyone has school age children who enjoy making models, and could spare the time, ask them if they would like an after school or lunch time club. We could all help keep the hobby going strong, and perhaps the big names in the hobby could do their bit as well?

**Andy Pink**  
via Email

## Canberra

Having read with interest both Tony Gloster's quick build of the Airfix Canberra 8 and Les Burningham's letter, I have a few relevant points to add:

- 1. The aircraft was finished in gloss overall, standard finish for B(I).8's at this period
- 2. The yellow used in the decals is too bright – standard trainer yellow was the norm, which was much deeper and nearer to yellow ochre
- 3. The engine compressor fans at front are far too visible - they were 'dirty steel' in colour
- 4. Panel lines were not visible except at about a metre away
- 5. The entrance door was flush-fitting, the pressurisation seal was black and the gap was about 2 millimetres wide



and deep

- 6. Wheel wells were darker - see photo of WJ876
- 7. An aircraft at rest would have the pitot tube capped and red flagged, ditto the bronze vents on the side of the nose
- 8. There is no sign of the 3 refuelling

points on the fuselage above the wing (a fault of the Classic kit as well) These are critical to the accurate depiction of any Canberra

•9. On the ground in readiness status, engine blanks (red discs with holes in centre) and the rudder, aileron and elevator locks would be in place, chocks under the mainwheels, and the battery compartment door on the lower port side (just aft of the nosewheel doors) would be open to allow access to the instrument and radio trades during preflight checks

•10. It would be nice to see a Trolley Acc - a low 2-wheeled trailer containing lead-acid batteries (covered with a wooden lid) and about 3 metres of heavy cable. This plugged into a socket inside the battery compartment door on the Canberra to provide auxiliary power to enable electrical systems to be

powered up and the engines to be started without draining the batteries. I have never seen one in any scale, yet it was widely used during the 1950s and 1960s since few if any aircraft had APUs in those days

- 11. The UHF aerial on the upper rear fuselage was silver/dark blue/silver from top to bottom

I hope the comments will be taken as constructive by kit producers and modellers alike - I have a great affection for the old 'Canberra' - as a former radio mechanic and fitter, I had to refuel, marshal and check their elderly radio equipment, and tend to visiting Canberras as a member of Station Duty Crew.

**Robbie Gibson**  
Via Email

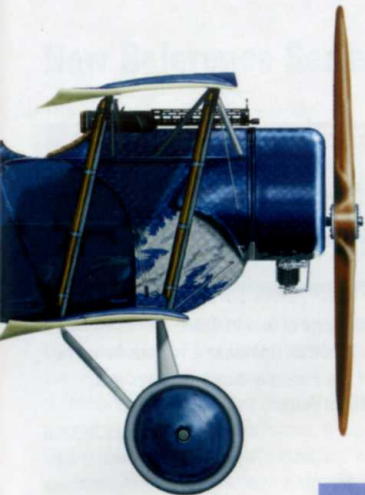


We've done this before, and it wasn't funny then

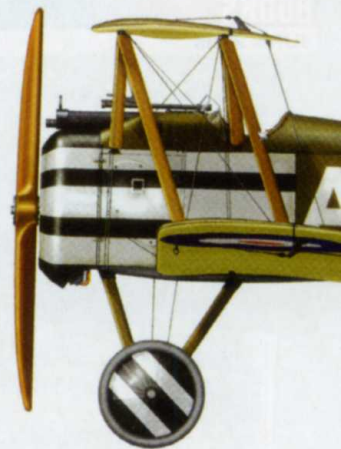


Not that Canberra either...

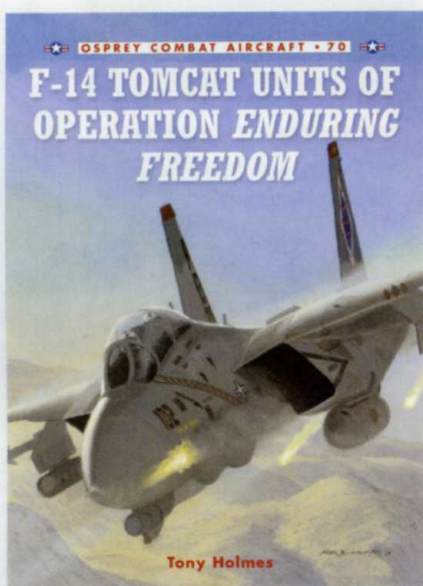




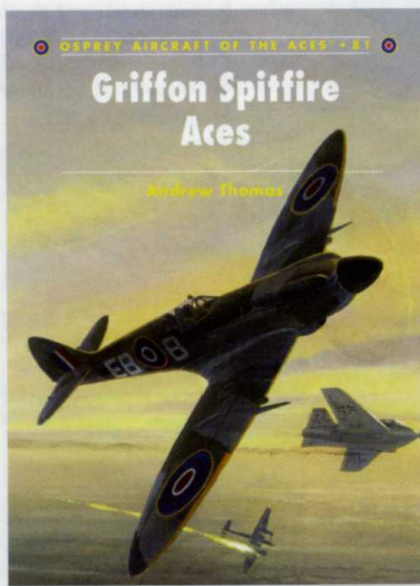
# THE HISTORY OF MILITARY AVIATION



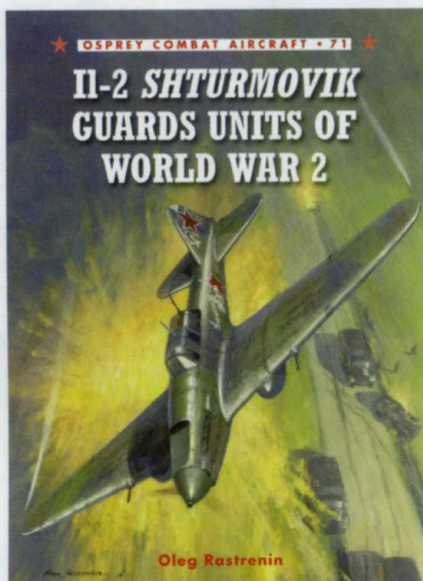
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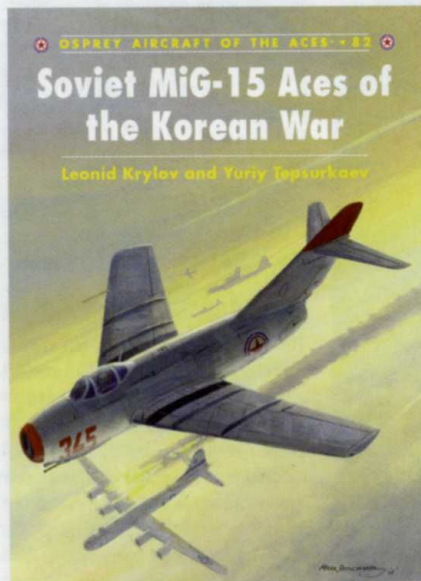
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## THE ACES, THE ACTIONS AND THE AIRCRAFT



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# Warpaint 66 **Bristol Bulldog** **BOOK OF THE MONTH**

This surprisingly slim volume will come with no surprises attached for anyone, as it is a typical product of the Warpaint stable, and as such should be regarded as a perfect modeller's reference book, including not only plenty of colour side profiles of the type we all yearn for so much, but also a thorough selection of scale drawings in the centrefold in 1/72, showing not only the Bulldog we all know and love so well from the superb little Airfix kit, but also those with the ugly cowlings on their prominent muscular engines, such as the Nakajima built Bulldog JSSF, which cannot possibly evade the tool makers at Choroszy for much longer.

This, like the recent 'Silver Wings' books by Aviation Workshop, is an important publication, as it must surely



prepare the ground for the massive saturation kitting of all those beautiful inter-war types that have been neglected for so long. AZ are making inroads in 1/72, and Montex have come up with a Gamecock and a Nimrod in 1/32. Now, hopefully, some enterprising company will up and cry 'Havoc!' and unleash a nice new kit of

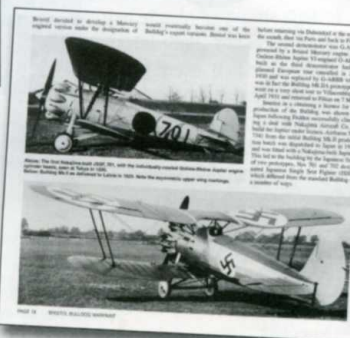
## **TECHNICAL DATA**

Publisher: Warpaint  
Author: Richard Caruana  
Price: £10.00  
Format: Softback, 28 pages

the dogs of war in 1/48.

Another unmissable release from one of the essential aviation publishers.  
**Martin Pulver**

SAMI



## **USAF Collection**



**CD-ROM**  
USAF Collection No.1 Cat. No. 1009  
Produced By: Aero Research Co.

This latest from Aero Research follows the format and presents the reader with a simple and straightforward disc of excellent and largely unseen colour images of USAF aircraft. For both the modeller and the aviation enthusiast in general there is something here to inform, to inspire and to enjoy.

**Mark Ward**

SAMI



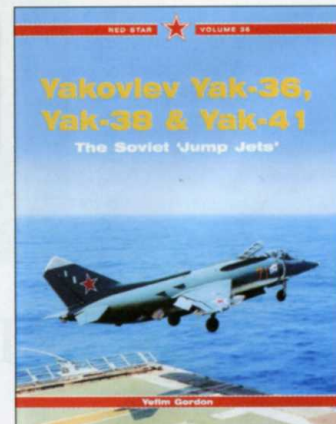
## **Red Star 36 – The Soviet Jump Jets** **Yakovlev Yak-36, Yak-38 & Yak-41**

### **TECHNICAL DATA**

Author: Yefim Gordon Price: £19.99  
Publisher: Midland ISBN: 9781857802870  
Format: Softback, 144 pages

Here we have another in the impressive Red Star series covering Soviet aviation in far more detail than we might have thought possible. Once again Yefim Gordon has compiled a superb selection of photographs and knitted them together with an informative and readable text that leaves no stone unturned and very few questions unanswered.

The extent of the coverage on the Yak-41 in particular is impressive, and like all the books in this series we are presented with a paradox – on the one hand the usual shots of derelict aircraft dumped en-masse in the aftermath of the Cold War, which sadden us at the thought of so many beautiful machines



losing their reason to be, and on the other the relief at the knowledge that we never had to confront these weapons in the field, and find out how good – or otherwise – they really were.

**Barry Brine**

SAMI





## New Reference Series

This new reference series recently published in the United States features the first two of a series of photographic reference books; they may be small but they are packed with useful modelling information.

Basically they are a series of photographs of preserved aircraft – in these two cases 'Warbirds'. What makes them useful is the fact that most of the photographs are 'close-ups'.

Although actual colours of refurbished aircraft are sometimes suspicious, the vast majority of the aircraft's structure is genuine. As both books have a similar content it seems sensible to review them together.

They are divided into ten chapters,



### TECHNICAL DATA

Republic P-47D Thunderbolt

by Tim Mulina

BHI Publications UK price £14.99

215 x 140mm, Softback 78pp

each one covering a particular part of the aircraft, that is, apart from the first one, which gives a brief history of the aircraft type.

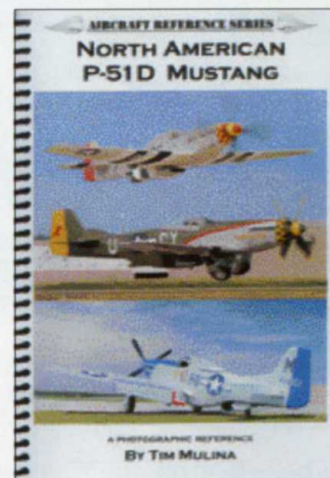
Each chapter covers a relatively small area, for instance number two is entitled 'left wing'. We start with two shots of the whole aircraft from the port side and then move on to thirty-three photographs of that area. These include views of the pitot, mainwheels, wheel wells,

retraction mechanism, machine guns, ejection slots, wing pylon, landing and navigation lights, flaps and ailerons. Then the whole process is repeated with the starboard wing, but with shots from a different angle.

There are a few front-view photographs in chapter four and this is followed in chapter five with a number of engine and propeller illustrations. We have sections on both the port and starboard sides of the fuselage, the canopy, the cockpit interior and lastly the tail.

The book contains 193 b&w photographs and twenty-one in colour.

Coverage of the P-51 is similar to the P-47, but this time there are 174 shots



### TECHNICAL DATA

North American P-51D Mustang

by Tim Mulina

BHI Publications UK price £14.99

215 x 140mm, Softback 78pp

in b&w and fifty-one in colour.

If you contemplate building either of these two aircraft then I think you will find these books invaluable. And, if these are not to your taste, watch out for further volumes, – the back page lists no fewer than forty more to come!

Ernie Lee

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## Eurofighter EF-2000 Typhoon

This latest work from the Italian publishers Skywings continues their splendid A4-sized full colour Modern Aviation series. This is possibly the most up-to-date work on the Typhoon currently available and features full colour artwork from Richard Caruana, as well as a comprehensive modelling section to the rear which brings into focus all the available kits of the aircraft, and reviews them. The contents are excellent and the English text is both concise and informative, and the images used are sharp and well balanced. The development and operational service of all the original Eurofighter nations is well documented, and the book also brings together the new users such as Austria and Saudi Arabia as well as providing detailed photography of the airframe, weapons, cockpit and systems – items



### TECHNICAL DATA

Publisher: Skywing Press

Author: Paulo Francois

ISBN: 9788875650421

Format: Softback, 96 pages

Price: 24.50 Euros

Dual Language Text, English & Italian

vital to the modeller. This is a first class book and deserves every success.

Highly recommended.

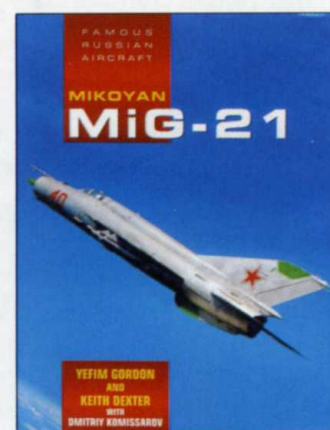
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## Famous Russian Aircraft Mikoyan MiG-21

Hot on the heels of the massive and impressive Su-27 work comes an equally sizable account of the ubiquitous MiG-21, which can pretty much be described as 'all you ever wanted to know about the Fishbed but were afraid to ask' – plus you will need some strong arms to lift this superbly heavyweight volume.

Among jet fighters, the MiG-21 holds a wide range of records covering total production figures and the number of nations that operated it. For the first time we have a superb reference that provides a detailed description of every single member of the MiG-21 family, from the Ye-2 swept-wing development aircraft to the latest distant relatives of the Fishbed developed in China. Almost all versions are illustrated by numerous unpublished photos and a lot of attention has been paid to the MiG-21's combat career, including the Vietnam War, the Arab-Israeli conflicts, the Indo-Pakistani clashes and various local wars in Africa. Also included are fleet lists for each operator featuring known serials and construction numbers and a separate chapter deals with the Chinese derivatives that were supplied to Pakistan, Sri Lanka, Iraq, Iran and other nations.



### TECHNICAL DATA

Authors: Yefim Gordon and Keith Dexter, with Dimitri

Komissarov Price: £45.00

Publisher: Ian Allan ISBN: 9781857802573

Format: Hardback, 720 pages

The book is superbly illustrated with concise and highly readable text, backed up with an excellent array of colour profiles, exploded views and schematics that are ideal for the enthusiast and modeller alike. This is a must for any self-respecting aficionado of Soviet designed aviation, and soars way beyond the merely highly recommended!

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04386 F-22A Raptor

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04317 Eurofighter Typhoon single seater

04313 RF-4E Phantom "Tigermeet"

# State of the Art

## 1:72 Lockheed F-22 "Raptor"

04386

The F-22 is the latest multi-role combat aircraft to see active service with the US Air Force and its potential performance is greatly superior to any of its contemporaries.

The 183 Raptors delivered to date are stationed with the 1st Fighter Wing in Langley, Virginia, as well as Elmendorf and Tyndall.

Replacing the F-15, the Raptor combines high speed, long range and up-to-the-minute avionics with good stealth characteristics. Regarded as a "Premium Fighter" it is also intended to replace the F-117A Night Hawk.

Equipped with two Pratt & Whitney F110-P-100 turbofan engines, each with 10,701kp thrust, the F-22, unlike the present generation of fighters, can reach a cruising speed of over Mach 1 without afterburners. In addition to a 20 mm cannon it has three internal weapons bays, which carry guided missiles or GBU-32 JDAM bombs.

### Model-details:

- Surface details with recessed panel lines
- Detailed cockpit with filigree ejector seat
- Detailed landing gear, intake ducts and exhaust nozzles
- 3 detailed weapons bays
- 2 GBU-32 bombs
- Decals for USAF stations at Langley, Tyndall and Elmendorf

For more information on this brand new 1:72 scale model kit as well as the complete range of Revell products visit our international website at [www.revell.eu](http://www.revell.eu)

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